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Editor Phil Ward
 Tel: 01462 678205
 philward@auto-italia.net
Photographic Editor Michael Ward
 michaelward@auto-italia.net
Editor at Large Peter Collins

Contributors Richard Aucock, Keith Bluemel, Peter Collins, Elvio Deganello, Luca Gastaldi, Roberto Giordanelli, Richard Heseltine, Andy Heywood, Chris Hrabalek, Simon Park, Chris Rees

Art Editor Michael Ward

Back Issues Tel: 01462 678205
Subscriptions www.auto-italia.net

Advertisement Manager
 David Lerpiniere Tel: 01732 445325
 david@talkmediasales.co.uk
Vendo Auto classifieds email:
 liz.solo@ntlworld.com

Accounts: Josie Ward
Managing Director: Josie Ward

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CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Phil Ward



Peter Collins



Chris Rees



Chris Chilton



Richard Heseltine



Roberto Giordanelli



Claire Prior



Michael Ward



Liz Smith



Chris Hrabalek's design piece in this issue describes the proposed Torino Design ATS Wild Twelve. The car's DNA stems from the Bugatti EB110 that wowed us all back in 1991. Bugatti Automobili SpA was created by flamboyant entrepreneur Romano Artioli, but sadly the company folded in 1995, no doubt his failed attempt to buy Lotus contributed to his downfall.

Ever since 1995 various companies have been reinventing the EB110, notably Dauer Engineering in Germany who continued to build cars from parts until 2008. Modena-based B Engineering also had a go in 2002 with its ambitious EB110-based Edonis. I visited B Engineering at the time and stored in its workshop were a number of EB110s in various states of completion and a working example of the EB112 saloon. There was one completed Edonis and another in build. Who knows where they are now.

B Engineering's workshop was conveniently located 'just over the wall' at the former Bugatti factory at Campogalliano. The stunning designer-built factory is still intact and clearly visible from the autostrada. Given this latest ATS incarnation by Torino Design I just wonder how many part assembled cars and spare parts actually existed to pass around the various companies over the last 20 years. Coincidentally, I met Romano Artioli recently at the Zagato Mostro preview at Arese, seen here with Andrea Zagato. Artioli told me: "We all move on in life to concentrate on new things." According to reports Torino Design are looking for investors to support the Wild Twelve project, and good luck to them. One thing is certain though, it won't be Romano Artioli.

Phil Ward
 Editor

philward@auto-italia.net



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NEWS & VIEWS

NEW FIAT 500 REVEALED

July 4th has always been a red-letter date for the Fiat 500. A symbol of mass motorisation in Italy, of which almost 3.8 million were sold, the original Fiat 500 was introduced on that day in 1957. Exactly 50 years later, on July 4th 2007, Fiat chose to celebrate that heritage by introducing the new 500, a car which embodied the same spirit and personality as the original and which also enjoyed phenomenal success all over the world.

Eight years on, with over 1.5 million produced, the torch is now being passed to the New 500 with which Fiat is preparing to take on new market challenges without forgetting its illustrious roots. Centro Stile Fiat has refreshed the exterior and interior, retaining the unmistakably 500 look that has made it such a global success but at the same time making it even more attractive and contemporary. It has not grown in size but it has grown in maturity with advanced





technologies, improved efficiency and even more customisation ideas. In this way, Fiat has carefully evolved and refined the features which have made it an Italian masterpiece in the first place.

Available in two body styles (hatchback and convertible), the New 500 will be available in three trim levels: Pop, Pop Star and Lounge. All models have LED daytime running lights, seven airbags and a five-inch Uconnect infotainment system with six speakers, AUX-IN/USB ports and steering wheel remote controls as standard equipment. The Pop Star version in the UK adds air-conditioning, body-colour mirror caps with glass defrosting function and 15-inch alloy wheels, while the Lounge version adds sophisticated features such as a panoramic glass sunroof, rear parking sensors, a chrome front grille, front fog lights, a leather-trimmed steering wheel and a Uconnect 5-inch LIVE touchscreen infotainment system with smartphone integration and numerous built-in apps to help users stay safely connected while on the move.

The engine line-up of the New 500 at launch includes a 0.9-litre TwinAir engine (85hp or 105hp) and a 1.2-litre 69hp engine. The two-

cylinder engines boast exceptional performance – 90g/km for the 85hp engine and 99g/km for the 105hp unit – while new 'Eco' configurations of the 1.2 litre 69hp (available after the launch) will reduce emissions to 99 grams of CO₂ per kilometre.

Bold and seductive, the New 500 benefits from no fewer than 1800 innovative detail changes, all designed to enhance originality and refine its inimitable style. Most noticeable are the new front headlights with LED daytime running lights and the new rear light clusters, not to mention the revised colour palette; the revamped dashboard and the improved materials used throughout. The updates are substantial, with a focus on technological evolution, but loyal to the unmistakable 500 style so as not to upset the successful balance of exclusivity and accessibility it embodies. The Fiat 500 is a global best-seller with a quintessentially Italian heart – elegant and stylish but also affordable and packed with fun – and with its carefully considered enhancements, New 500 will undoubtedly reassert itself as the benchmark in its segment from every perspective.



Maserati Boomerang

A signature concept car of the 1970s, the Maserati Boomerang was a one-off prototype designed by Giorgetto Giugiaro unlike anything seen before. Using geometric shapes and ruler straight lines, its angular style made a strong statement at the 1971 Turin Motor Show. Now the Boomerang is set to cause a stir once again as a highlight lot of Bonhams September 5th Chantilly Sale.

First unveiled at the 1971 Turin Motor show, the Boomerang was also exhibited at the 1972 Geneva Motor Show, this time transformed to a fully operational vehicle. Developed over the chassis of the Maserati Bora, the Boomerang boasted an impressive 300bhp, and a top speed of 300km/h. With the V8 engine, the Boomerang took the best of Maserati mechanics and combined it with the imagination of Giorgetto Giugiaro. These elements created a fully functional, one-of-a-kind masterpiece.

Auto Italia featured the Boomerang in 2003 when it was recommissioned for road use. We were probably the first magazine to test drive the car.

www.bonhams.com



MOTORLINE MASERATI

Officially opened on 9th June, the brand-new, bespoke Motorline Maserati dealership based in Maidstone accommodates five cars and offers full service and maintenance facilities. The showroom is the second Maserati dealership to open its doors this year in the UK, and one of 18 showrooms, plus one full service facility, in the luxury Italian marque's growing dealer network across Britain.

Motorline Maserati will display the complete Maserati road car collection from the flagship top of the range Quattroporte to the Ghibli executive saloon, in addition to the high performance GranTurismo and GranCabrio models.

As well as catering for new customers, Motorline Maserati Maidstone also provides a full after sales service run by an expert team of Maserati specialist technicians.

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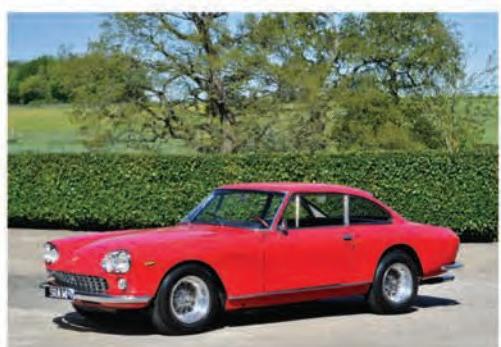
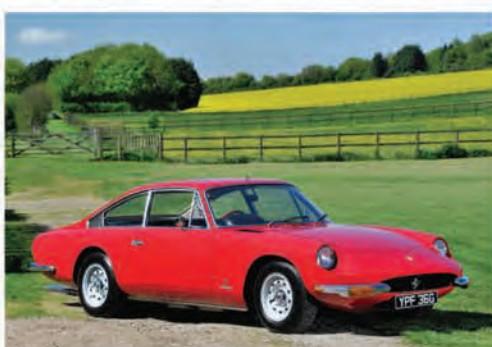
CASA MASERATI

Opened in July, Casa Maserati is an exclusive retail store and lounge bar on Piazza San Fedele in the heart of Milan. It provides a destination for purchasing Maserati Collection products and booking a test drive to learn all the driving secrets and discover the performance of the models in the Maserati range.

The brand's first retail store and lounge bar will be made even more prestigious by the presence of all the cars in the Maserati range, which will alternate on display on the Casa Maserati forecourt. It will also be possible to book a test drive of the Quattroporte and Ghibli saloons alongside a professional instructor from former Formula 1 driver Andrea de Adamich's Master Maserati Driving School.

This concept store in the heart of Milan has enabled Maserati to reinforce its relationships with its corporate partners and prominent designer brand products. The store's opening also coincides with Milan Expo 2015.





1964 FERRARI 250 GT/L BERLINETTA 'LUSSO' Coachwork by Scaglietti; Chassis no. 5885

2005 FERRARI 612 SCAGLIETTI Chassis no. 143296

1969 FERRARI 365 GT 2+2 Coachwork by Pininfarina; Chassis no. 11583

1965 FERRARI 330 GT 2+2 SERIES I Coachwork by Pininfarina; Chassis no. 5421

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RM SOTHEBY'S AT MONTEREY



Photo Robin Adams

A striking pair of Italian-designed and built prototypes will take centre stage in Monterey this summer as RM Sotheby's returns to California for its flagship sale during the Pebble Beach Concours d'Elegance weekend. For Maserati aficionados, this pairing includes arguably the most significant Ghibli in existence, while Ferraristi will be presented with an exclusive opportunity to acquire the original US-specification Daytona Prototype. The two prototypes are among 150 blue-chip collector cars slated for the RM Sotheby's sale, August 14-15.

The 1968 Maserati Ghibli 4.7 Spyder Prototype, chassis AM115/S 1001, is well-documented as the first Ghibli Spyder ever produced, and the first example ever shown to the public, as confirmed by Maserati Classiche. Striking in bright Giallo with a Testa di moro interior and featuring sublime styling by Ghia, 1001 was shown at the 1968 Turin and 1969 Geneva Auto Shows.

New to the market, 1001 is expected to fetch \$1,200,000 - \$1,800,000 when it crosses the RM Monterey podium in August.

Like the Maserati, the 1970 Ferrari 365 GTB/4 Daytona Berlinetta (Ch. 13361) also holds a special place in automotive history; it is the first example of the American-specification Daytona, which, most notably, featured the Perspex-covered headlamps as used in Europe. Completed at the Maranello factory in April 1970, 13361 was ordered new by William Harrah's Modern Classic Motors in Reno, Nevada, then a principal importer of Ferraris in the western United States. Sale estimate. \$900,000 - \$1,200,000.

Coachbuilt Italian exotica included in the sale is one of the three 1952 Jaguar XK120 Supersonics (Ch. 679768). This one was built by Giovanni Savonuzzi for the 1954 Paris and Cannes Show. It has covered just 22,000km. A fabulous 1954 Fiat 8V Coupe by Vignale is also on offer to add to your collection of 'Otto Vus'. More recent, but equally desirable, is the unique 2013 Aston Martin DB9 Spyder by Zagato. This one-owner car has covered just 2300 miles from new.

For more information on the Monterey sale visit:
www.rmauctions.com



Photo Darin Schnabel



Photo Darin Schnabel



Photo Robin Adams



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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

Torino Design ATS Wild Twelve Concept



At a time when the who-is-who of the motoring world focused all its attention on innovation competing neck-on-neck at the 24h of Le Mans race, Torino Design and Automobili Turismo e Sport (ATS) used a much smaller venue, the Parco Valentino Salone & Gran Premio in Turin, to unveil their Torino Design ATS Wild Twelve Concept. The new car is based on the carbon chassis of an early '90s Bugatti, 'wild' indeed.

ATS was a small Italian manufacturer of sports and racecars, based in Poneccio Marconi, near Bologna. Famed for its creation following a 'palace revolution' in 1962 by the former Ferrari employees Giotto Bizzarrini, Carlo Chiti, Fausto Galassi, Girolamo Gardini, Enzo Selmi, and Romolo Tavoni, ATS remained active for only a very brief two years.

Perfectly coordinated with the marque's founding 50th anniversary, ATS once again re-opened its gates – even acquiring and disposing of the rights to the De Tomaso

brand, along the way – to try and re-launch new products. Prior to an unfortunate management dispute between its owners, which had the company re-locate to the Canary Islands, of all places, ATS briefly promoted an ATS Sport 1000, an ATS 300 Leggera Roadster and a retro 2500 GT as their core line-up.

Torino Design ATS Wild Twelve Concept is yet another direction that ATS could potentially take. Created to highlight design studio Torino Design's 10 year anniversary of activity, this ATS is technically speaking a lot more ambitious than the aforementioned iterations. Powered by a hybrid power-train, based around a V12 engine with two turbo-chargers powering the rear wheels, and two electric motors powering the front wheels, the Wild Twelve claims a combined system power of 860PS with a maximum torque of 918Nm and a top speed of 390km/h. Impressive figures.

Looking at the styling of the ATS Wild Twelve, a certain proportional

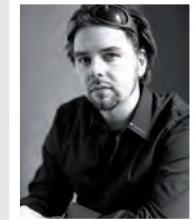
familiarity becomes apparent when the creators mentioned that the car is to be manufactured in Campogalliano, Italy.

Campogalliano? Carbon chassis? V12? As the plot thickens, it becomes apparent that the ATS Wild Twelve is the latest reincarnation of chassis and engine bits, originally engineered for the early 1990s Bugatti EB110 – only to be later re-assembled in the form of the mid-'90s Dauer 110 and 2000s B-Engineering Edonis – it seems the Bugatti EB110 has more lives than a cat . . .

In its latest

CHRIS HRABALEK

Age: 38
Born: Vienna, Austria
Design Education: MA at The Royal College of Art, London
Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



reincarnation, the design of the ATS Wild Twelve is certainly more bland than the Edonis; hopefully creating less dislike with regard to its styling from potential prospects. Unfortunately, as the Wild Twelve seemingly lacks 'Brand DNA', the styling of the concept is very brand-interchangeable; neither iconic nor charismatic. It looks like one of those rushed student-projects that get shown on a university exhibition stand. On the outside of a motorshow.

Unfortunately, the styling of the Torino Design ATS Wild

Twelve Concept ultimately lacks desirability and with Bugatti EB 110 prices going through the roof in recent months, one wonders if it would not make more economical sense to sell the NOS (new old stock) EB110 parts as spares, rather than base a 'new' hypercar on them. Any new hypercar featuring a quarter of a century aged carbon and resin bits, surely can not be considered a real threat to a Ferrari LaFerrari, McLaren P1 or Porsche 918.





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TEAM CARS

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PHIL & JOSIE WARD

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Fiat Panda 100HP,

Alfa Romeo 156 24v

YEARS:

MILEAGES:

2008, 2002

30,019, 56,225

It's all change in the Editorial car park with the arrival of a Fiat Panda 100HP to replace the Fiat Coupe 20V Turbo. MD Josie Ward has owned a succession of Fiat Coupes and was reluctant to part with her pride and joy but when we looked through the service history it was obvious that the car was just not being driven in the manner it deserved.

While checking to see when the next cambelt change might be required, the receipts record that it had been changed at 43K miles, so no cause for concern? However, the date was back in 2009 and even though the recorded mileage showed 58k, the six year or 60k miles rule applied. Having covered just 13k mile in six years proved that the car really wasn't

being used beyond a weekly trip to the supermarket.

Italian car owners will know very well that their cars sulk if they don't get used. The Coupe decided it would not run if it didn't fire up on the first turn of the key. The engine flooded requiring the ignition packs and plugs to be removed, the fuel rail disconnected and excess fuel blown through. Very tedious – then the air-conditioning packed up.

A trip to John Cartlidge at renowned Midland Car Services revealed that the cold start sensor was not working properly and the air-con pump had packed up. Suitably revived, and a new cambelt fitted by the Fiat Coupe guru, the car ran beautifully. Time to pass it on.

Fiat Coupes have nice big round



body panels that show up the slightest ding and minor scuffs inflicted by careless supermarket trolls in their 4x4s. Over the years our Coupe had received its fair share of knocks so, prior to offering the car for sale, we paid a visit to our local friendly ChipsAway man (www.chipsaway.co.uk). As it happens the agent is a serial Italian car collector and Auto Italia reader! Given the short time taken to sort out the blemishes and dings, and with a perfect paint match, we found that the

cost of detailing was very reasonable. This process is highly recommended and ensures that your car is an attractive proposition for a prospective buyer.

Having decided to sell the Coupe what would we replace it with? Given that the car would be mainly driven locally, it needed to be small but still interesting. With two of our key writers, Chris Rees and Richard Heseltine, owning and raving about their Fiat Panda 100HPs, obtaining one for ourselves seemed like a good plan.

Searching the popular websites we spotted a very nice metallic blue example showing a very low mileage and offered

at a sensible price. We went to view the car and a deal was done. The owner remarked that the car had appeared in a prominent motoring magazine as part of a small car group test. He showed me a picture of the car cornering on two wheels – but we still bought it!

Something about this Panda rang a bell with us and, after looking up our Panda 100HP buyers guide from 2008, we discovered that we had actually photographed the very same car in our studio. It had originally been a Fiat press car. How had the Panda stood up to being driven by an assortment of journalists? Only time will tell.



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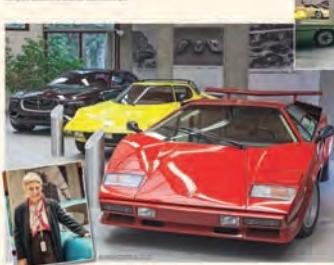
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CLOSING DOWN SALE

Bertone's fabulous collection of design prototypes is to be dispersed



John, I am sure you will be pleased to hear that the Bertone collection of prototypes is to be dispersed. It is tragic indeed that the Bertone collection is to be broken up and sold off. You are quite correct in your assertion that some of the collection already disposed of in 2011 have left Italy, and are now domiciled in other parts of the world, which would inevitably seem to be the fate of this latest tranche to be auctioned off. Over the last year we've seen the same sad happening with the Maranello Rosso collection, which housed arguably the best assortment of Abarths in the world.

I do take issue with you when you describe Bertone as "the last remaining great Italian designer and coachbuilder". You seem to have overlooked ItalDesign Giugiaro, whom, I suppose, you may possibly argue are no longer a coachbuilder, but what about Zagato – still

actively designing, though strictly speaking not building cars?

Your greatest omission is Carrozzeria Touring Superleggera, who not only designed the first Ferrari, but also the most recent one too. Apart from that illustrious marque, Touring has designed coachwork for pre-war greats such as Isotta Fraschini and Ansaldi and bodied cars for just about all of the post war European gran turismo builders. The first Lamborghini, the first mass-produced Alfa Romeo, the first production Maserati, more race-winning cars and more concours-winning cars than any other coachbuilder are among many of this coachbuilder's achievements which deserve recognition. Remember also that many of Touring's patented design

innovations have been copied and utilised by most of the coachbuilding industry. When you talk about prominence in the Italian coachbuilding industry Touring should be the first name you think of.

Graham Earl

Good point well made! I should really have expanded my original comment to read: "the last great Italian designer and coachbuilder to build production cars and remain in its original form". Until recently, Bertone and Pininfarina were the only Italian owned companies with continuous history that designed and built production cars on any scale. Ed

BROOKLANDS TOYBOX

A huge thank you and well done to everyone involved in organising the Italian Car Day at Brooklands in May. It was my first ever attendance and my wife said that I was "like a little boy surrounded by toys" – and I'm 55! I already can't wait for next year's event.

On a more serious note, as the proud owner of an Alfa 156 2.0 TS Veloce, I am saddened to note the ever decreasing numbers of registered 156s.

models fell by 25% last year to around 650, while 2.5 V6s amount to about 350 and GTAs to 233. No doubt discussions about whether the 156 is a future classic will be re-ignited in the not too distant future?

Mike Dredge

There is no doubt that some 156s will achieve classic status, although I suspect it will mainly be the V6 versions. Now is the time to buy! Ed

FIAT PANDA 100HP FAN

I enjoyed Chris Rees' article on the Panda 100HP vs Twin-Air 500. If, like Chris, owners find the 100HP impossible to replace, my experience says "Keep it".

My car has done 270,000km since new in 2008, most in the hot-house of central Madrid, all of them fun. The only

items has been the power steering sensor (at 230,000km). The car owes me nothing.

Unlike UK cities, Madrid has a modern road system which means traffic actually moves, but also demands racing starts and redlining on a daily basis. The car has also done huge miles at 140km/h down the autopistas to all parts of Spain. Its ability to carry 6000rpm in 5th up long climbs and through curves has made a mock of many a faster car. The brakes and handling do the rest. Ride compliance is terrible!

As Chris says, the five-door layout is ultra practical, swallows surprising loads. Added bonus of the shape is all-round visibility essential in city traffic.

Martin Horrocks
Madrid





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Classic Car



Modern Car



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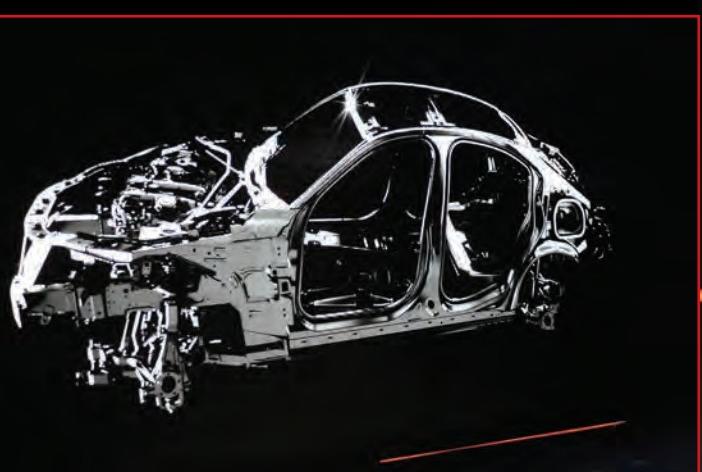


Multi-vehicle



Military





After years of speculation the all-new Alfa Romeo Giulia has finally arrived. The car puts Alfa Romeo back on track after a black hole in its model line-up. There are many reasons why this happened and a big one was the failed General Motors relationship that stalled development, another was the effects of the world recession. While the USA tie-up created the 959 series 159, Brera and Spider, all fine looking motorcars but fitted with anonymous GM based engines that lacked

Renaissance

Alfa Romeo launches its spectacular new car and
reopens the doors to its historic collection

Story by Phil Ward
Photography by Michael Ward



Italian sparkle and chassis to match, their lifespans were cut short when the relationship broke up. Even though the last 959 series cars began to appear with Italian engines it was too late. With the handsome 159 abandoned Alfa Romeo just had the smaller MiTo and Giulietta to carry the flag. While these cars carry the logo their Alfa Romeo DNA is diluted and it was not until the 4C arrived that the true spirit was revived.

With MiTo and Giulietta coming to the end of their life spans (introduced in 2008 and 2010) Alfa Romeo are

desperate for new models. The 4C and Giulia are the start of the revival and a comprehensive range of new cars will appear in 2018.

CEO Sergio Marchionne said he would not launch new cars in a recession and he was right because the huge capital investment combined with a depressed market would have spelt disaster for the FCA Group (Fiat Chrysler Automobiles). It has also been reported that he did not favour the proposals for the early Giulia specification because the car was



front-wheel drive and he was right, with 510hp (503bhp) it would have been impossible to put this kind of power through the front wheels. He also said that the next Alfa Romeo would be built in Italy and true to his word the Giulia will be built at Cassino, located between Rome and Naples.

Marchionne made sure that the development and launch of the Giulia was kept strictly under wraps, which is a rare and impressive accomplishment. Of course, the usual press speculation ensued with a raft of artists impressions of what it might look like plastered over the internet. The fact that the muletto was dressed with what appeared to be a Maserati Ghibli body suggested that the Giulia was going to be based on what is basically a Chrysler 300C chassis. This turned out to be a red herring because the Giulia is actually built on an all-new chassis.

During the time of the divorce from General Motors

was going on Fiat decided to close the much loved Alfa Romeo museum at Arese in 2011. Located on the edge of the bombsite that was once the huge Alfa Romeo factory, Fiat wanted out of Milan. It made its intentions clear when the name for its new entry level car was announced back in 2008, the name MiTo represented the crossover from production from Milan to Turin. However, Fiat under-estimated the power of the Alfisti and the Milanese population. An injunction was placed on the museum's closure, which was timely because there was a rumour that Fiat were going to sell off the cars in the collection. Fiat went into a sulk and announced that the museum would be closed for repairs for an indefinite period.

While rumour control went into overdrive with claims that the Alfa Romeo brand was going to be sold to the Germans, gloom fell on the Alfisti and some of them, devoid of a suitable current range

TOP: Andre Bocelli sang a rousing rendition of Nessun Dorma as the Giulia was revealed

LEFT: Inspirational speech by CEO Sergio Marchionne



ABOVE: This version had a sparkling white pearlescent paint finish and was fitted with an alternative style of road wheels

model, even gave up their allegiance to the brand by buying BMWs and Audis.

Well, I can report that Alfa Romeo is back with a vengeance. Not only has it fulfilled its promise to create a new 'proper' Alfa Romeo, it launched the car at the completely revamped Arese museum. In addition, the museum can also boast a short demonstration track, and the restored original factory test track just a short distance away. In fact, the entire Arese complex has been redeveloped and now forms part of the Milan Expo complex. The cost of this monumental undertaking must have been eye watering.

Four hundred international journalists were invited to the Giulia presentation and the big reveal coincided with renowned opera star Andrea Bocelli singing an adapted version of the rousing Nessun Dorma. The Giulia could not have had a better introduction and as Bocelli kept the last note of his aria going for an

amazing length of time the audience rose to a standing ovation. An incredible moment.

THE CAR

The model presented at the launch was the range topping Cloverleaf version and the four examples on display were either metallic red or white. The specification is everything that an Alfa Romeo enthusiast would expect it to be, and more. The two things that have been on everyone's wish list are rear-wheel drive and a V6 in the front. The announced technical specifications were minimal but enough to whet the appetite. Up front on the QV version is a twin-turbo QV V6, said to be inspired by Ferrari technology, developing an impressive 510HP (503bhp). 0-62mph takes just 3.9 seconds and the top speed is expected to be around 300km/h (187mph).

An emphasis has been placed on the all important



power weight ratio, said to be lower than 3kg/hp. This has been achieved by utilising ultra lightweight materials. The engine is all aluminium and so are the body panels, brakes and suspension. The huge brake discs are carbon ceramic, the propshaft is made of carbonfibre and the rear suspension crossmember is an aluminium plastic composite. Despite the ambitious weight saving elements, the Giulia has the best torsional rigidity, acoustic comfort and handling in its class under extreme driving conditions. Weight distribution is a neutral 50/50.

Even though the Giulias on display appeared to be production ready cars we were not allowed to open the doors to view the interiors. Gearbox information was not provided but it would appear that the QV has a manual gearbox.

The body design is unmistakably Alfa Romeo with the signature grille being similar to the 4C but with wider mesh. The stance is aggressive with a short rear overhang. Inevitably comparisons are being made with the 3/4-series BMW, which I don't see as being a criticism but more a declaration of intent to which market the Giulia is directed at. Said to be undercutting the German equivalents on cost and, let's face it, style, the Giulia is certain to rock the establishment. At the end of 2013, the architect Benedetto Camerana was called upon to propose a new design that would integrate the relaunch objectives with the need to preserve the building. The work started in summer

2014, and in less than 12 months, a major restoration project affecting the entire complex was completed and achieved by FCA. This entailed a new public entrance with coach and car parking, and re-facing the aged exterior of all the buildings.

THE MUSEUM

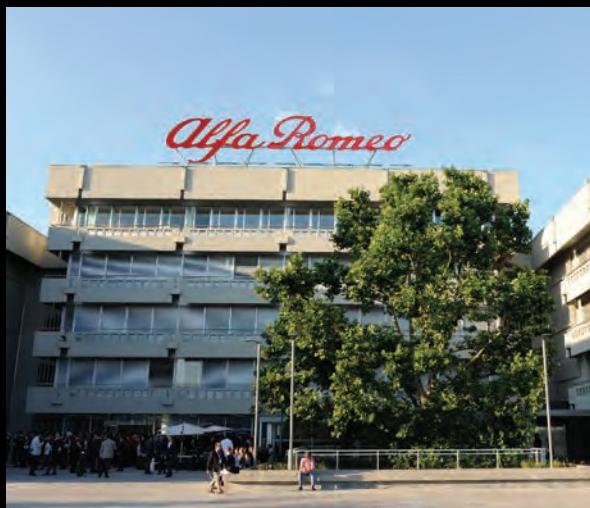
The Giulia launch and museum reopening coincides with the 105th anniversary of Alfa Romeo, conveniently 105 is also the series number for the 1960s Giulias.

Originally only open by appointment, the museum will now be open to the general public as from June 30th. It has been renamed 'La Macchina del Tempo' (the time machine). At the moment there are 66 cars on display. There are around 300 cars in the whole collection but some are in storage while others are away being displayed in international exhibitions. It is expected that some of the cars will be rotated to refresh the display. The interior of the galleries has been refitted and there are mirror back drops to add an extra dimension. Lighting is superb and colour balanced for effective photography.

The Alfa Romeo experience is enhanced with the 'bolle emozionali' (emotional bubbles) showing 360° virtual reality film footage. There is also a 'full-immersion' room where visitors can sit in interactive armchairs and watch 4D films dedicated to the legendary successes of Alfa Romeo.

Alfa Romeo is back. Rejoice!

ABOVE: The completely revamped museum has been installed with a mirror backdrop to add an extra viewing dimension





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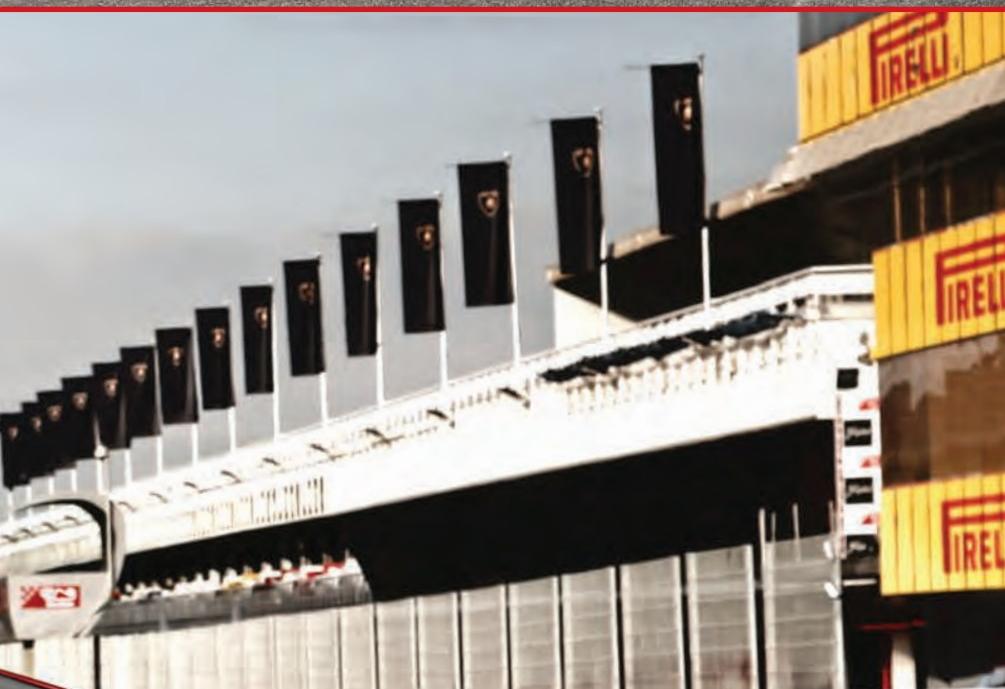
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Superveloce

The 750-4 is more than a warmed over version of the original Aventador, it's a monumental leap forward

Test by Chris Chilton
Photography by Lamborghini SpA





Hunkered down in the pit straight at Barcelona's Catalunya circuit a fleet of SVs stand, hot exhausts pinging, doors aloft, gaping air intakes and vents punctuating almost every surface, and a giant three-position carbon fibre spoiler towering above each. The scene looks more like a super-secret military weapons showcase than a car launch. If there's a more menacing looking vehicle on sale today than the Aventador 750-4 Superveloce, I'm not sure I've seen it.

With that, and without even turning a wheel, the SV has ticked one crucial box. The team at Sant'Agata knows that Lamborghinis are like horror films: we get a twisted thrill out of being a little scared by them, even if, much like the movies, we know it's all make believe.

Short of the limited-edition craziness of something like 2013's £2.5m Veneno, an SV-badged Lamborghini is as hardcore as its cars come. Those two letters, never bestowed on anything with fewer than 12 cylinders, were first used to denote the final evolution of the legendary Miura back in 1971. But on the Diablo SV that followed, its Murciélagos successor and this Aventador, that badge denotes a harder, lighter and even faster Lamborghini, one that has been sharpened for track use.

And to underline just how capable the new £315,078 Aventador SV is on a track, Lamborghini has been busy trumpeting that a development car has lapped the old Nürburgring Nordschleife in 6m 59.73sec. To give those numbers some kind of context, that makes it one of only three road cars ever to duck below the seven-minute mark (and one of those, the British-built Radical, was a thinly disguised half-tonne racing car), and just two seconds slower than the £700,000 918 Spyder from sister company Porsche.

But if the 918 and SV are similar performers, they go about it in very different ways. The Porsche belongs to a new wave of hugely expensive petrol-electric hybrid supercars; machines that can glide through city streets in electrically-propelled silence as easily as they can tumble lap times. The SV, by contrast is supercar done the traditional way. We could call it old school, but it looks so mean I think it probably spent more time smoking down by the park than in lessons.

That's not to say it's not a highly advanced machine. Like the standard Aventador, and unlike the smaller, cheaper, aluminium-bodied Huracan, the SV is built around a carbon fibre monocell, a structure that comprises not just a racing-style tub, but carbon roof and pillars too. It features inboard pushrod suspension,



the sort of thing normally only found on racing cars, and huge carbon ceramic brake discs. But the SV goes further – and gets there quicker.

Despite the part-carbon construction, the standard Aventador is no lightweight, tipping the scales at 1575kg without fluids, and more like 1660kg in a drivable state. So cutting mass was one of Lamborghini's key goals for the SV, and by extending the use of carbonfibre to the engine cover, wing panels and door panels, paring back the interior trim and making the multimedia system optional, the engineers were able to lose 50kg.

That weight saving alone would have sharpened the Aventador's performance claws. But naturally, Lamborghini's R&D team, led by the ever-smiling Maurizio Reggiani, couldn't resist coaxing even more power from the mighty V12, raising the rev limit from 8300rpm to 8500rpm, tweaking the variable valve timing and variable intake system and redesigning the exhaust to reduce back pressure. Power climbs from 700ps (690bhp) to 750ps (740bhp), while torque remains unchanged at 507lb ft, the SV giving nothing away below 6700rpm, but gaining hugely from there upwards. The result is a 0.1sec reduction in the 0-62mph time, which now stands at just 2.8sec. And thanks to the lighter weight, new tyres and an aero package that improves downforce by 170 per cent, vastly higher cornering speeds.

But enough with the tech talk, what's it actually like to drive a 740bhp Lamborghini as fast as you dare? Duck under the iconic scissor door and the first thing you notice is the lack of carpets, which exposes the weave of the carbon chassis. The seats are fixed-back buckets (swappable for the standard, far less

supportive sports seats if your fuller waistline prefers) and parts of the interior are trimmed in the carbonfibre upholstery Lamborghini patented a couple of years ago. There's a new fully digital instrument cluster and, of course, no gearstick. Since the Gallardo's demise, Lamborghinis have come only with e-gear paddle shift transmissions, which, in the case of the Aventador means an older-style sequential single-clutch system, rather than the more refined, more fashionable dual-clutch used in the Huracán.

Flip the red fighter-plane-style switch cover to reveal the starter button, prod firmly, and the V12 erupts with a free-spinning flare of revs that instantly distinguishes it from the old Murciélagos. When Lamborghini introduced the Aventador, it also introduced a new V12, finally pensioning off the Bizzarrini-designed motor that could trace its origins right back to the 350GT of 1963.

Rolling out of the pit lane and accelerating hard towards Catalunya's opening right-hander for the first time, you can't help but get giddy as your body does its best to emboss the Alcantara seatback. This is serious performance, the kind of go that there isn't the space (or legal freedom) to explore on UK roads in anything other than microscopic bursts, and while gearshifts in Strada and Sport mode are disappointingly sluggish, they're utterly brutal in track-biased Corsa. "I asked my engineers to make it feel like a sequential racing gearbox," says Reggiani. Job done, I'd say.

The throttle response is urgent and instant in the way that the modern turbocharged engines now fitted to everything from an Alfa Romeo MiTo to a Ferrari California aren't, giving you a real sense of connection to the engine. The sheer capacity means it feels lusty

ABOVE: Less weight, new tyres and an aero package improve downforce by an amazing 170 per cent

LAMBORGHINI AVENTADOR 750-4





even at low revs, but unlike those new turbo engines, it doesn't really come alive until five on the rev counter's digital arc. From there though, things get very silly very quickly. It's all you can do to keep an eye out for the blue flashing shift light in the instrument display, while also monitoring just how quickly that next corner is being hurled towards you.

Fortunately the SV has the braking performance to save your blushes. In fact the brakes are no different to a regular Aventador's, but the 50kg weight reduction makes them feel so much more effective. Consistent fade-free performance, together with a massive reduction in unsprung mass are the two major reasons for using composite brakes, but getting the pedal feel right was often a challenge, as anyone who has ever driven a carbon-brake-equipped Gallardo will attest. But the SV's pedal is superb, and entirely natural, as is the excellent electrically assisted steering.



TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR 750-4

ENGINE:	60 degree V12
CAPACITY:	6498cc
BORE X STROKE:	95.0 x 76.4mm
POWER:	740bhp (750ps) @ 8400rpm
TORQUE:	507lb ft (690nm)@ 5500rpm
TRANSMISSION:	Seven-speed dual-clutch, four-wheel drive
WHEELS:	255/30 R20 (f), 355/25 R21 (r)
KERB WEIGHT:	1575kg (dry; 1660kg wet, est)
FUEL CONSUMPTION:	17.7mpg
TOP SPEED:	217mph
0-62MPH:	2.8sec
PRICE:	£315,078



ABOVE: The engineers found another 40bhp by raising the rev limit to 8300rpm, altering the variable valve timing and redesigning the exhaust

Like the optional system in the Huracán it uses an epicyclic gear in the column to vary the steering ratio depending on condition, promoting agility in tighter corners, and stability at higher speeds. For the first lap it feels almost too quick, and I find myself clumsily adding too much steering lock. But by the second it feels perfect, the variable bit being far less noticeable than in the Huracán, which is exactly as you'd want it.

Despite some very sticky Pirelli P Zero Corsa tyres, the SV's sheer size means you can still send the nose wide if you try to push too hard too early, but there's far less understeer than in the ordinary Aventador. That, we could have predicted, but the big surprise is just how much more playful the SV is. To lock that nose into the apex, you can be neat and precise, as the ordinary car prefers, or you can go in on the brakes, or a trailing throttle, and set the car up for the corner with the steering wheel dead straight. And then, as the bends opens up, you can feed in the power and edge the rear tyres out of line a smidgen as you rocket up the next stretch of Tarmac, because while still, like the Aventador, four-wheel drive, the rear torque bias makes it feel very much like a flattery rear-wheel drive machine. The car that looked scarier than a slasher flick back in the pits turns out to be friendlier than a

rom-com on the track.

And that's a real revelation. The most hardcore Lamborghini of all, the one that you'd expect to be the most difficult to drive fast, is actually one of the easiest and most satisfying, and not just for expert wheelmen like Lamborghini's test drivers. For the first time that I can recall Lamborghini has produced a car that lets ordinary drivers like you and me feel the physical forces the car is experiencing, and then gives us the confidence to mess with them. Of course you might well ask how relevant all that is, given that you'd never get near to experiencing those sensations on the road. But just like that 217mph top speed (electronically limited, since you ask), it's heartening to know exactly what is possible, even if you never get to find out for yourself.

There's a price for this newfound brinksmanship and it's £65,000 more than you'll pay for a standard Aventador. Clearly for those of us in the real world, that's a huge premium over and above an already expensive machine. But when you look at how much you'd have to pay to jump to the next tier of supercars – £1m for a Pagani Huayra, £1.2m for a Koenigsegg, or £1.4m for the all-sold LaFerrari – you can almost convince yourself that the Aventador and



its 500-unit limited run SV offshoot are pretty good value.

Certainly customers seem to think so, Lamborghini delivering far more Aventadors than it ever did Murciélagos despite there being more choice in the sector. And when I ask CEO Stephan Winkelmann whether, with that in mind, he regrets not pitching the Aventador further up the price ladder from the start, he admits he does.

Today though, Winkelmann has more pressing concerns. The Urus SUV, first shown in concept form three years ago, has finally been given the go-ahead and will be on the market in 2017, selling in far higher numbers than any of the sportscars. But while Lamborghini looks ahead to new opportunities, it's good to know it's still working hard to make cars like the Aventador SV, a fast, loud and evil looking supercar in the mould of the machines that made its name. Long may the scaring continue. 



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The Ferrari '66 GTO'

Intended to be a successor to the legendary 250 GTO
these cars struggled for acceptance by the rule makers

Story by Peter Collins
Photography by Auto Italia





In the autumn of 1965 Ferrari was completing the first of the 275 GTB/4 Four Cams and the last of the production 275 GTB Two Cams. The early production Four Cams were actually being assembled while the last of the 275 GTBs were rolling out of Scaglietti's workshop. Amongst this last batch of 275 Two Cams emerged 12 radically different machines unlike any produced before or after by Ferrari.

Beginning with the competition 1961 250 SWB (SEFAC Hot Rods), Ferrari had shifted its emphasis from Sports Prototypes to GT racing. The evolution of this programme saw the conception of the GTO in both series one and two configurations. In early 1963, Ferrari sought homologation status for their radically new rear-engined 250 LM, which was denied. Rather than give up in GT racing, Ferrari switched tactics and as 50 of its new 275 GTBs had already been completed, a full competition version was put into production. The first of these was chassis 06021, which in many ways appeared to be very similar to the stock 275. Three additional full competition 275s were then completed. These featured radically different bodies and have been nicknamed 65 GTOs. The first of these was chassis 06701, the second was chassis 06885 and the final chassis was 07185.

The FIA were still annoyed about Ferrari's attempts to incorrectly homologate the 250 LM, so it did not feel disposed to grant the 275 GTB/C Speciales homologation because the car submitted was considerably under the dry weight stated for the road-going 275 GTB in Ferrari's own sales literature. Determined to see the car compete, Ferrari offered to accept homologation at the weight stated for the road-going 275 GTB, but the FIA refused and Ferrari decided that it would not compete in the 1965 season in the GT class.

Eventually, both sides reached a compromise by June of 1965, but only 06885 would see competitive action during that season. Painted yellow the car was run by Garage Francorchamps. Although its racing career was brief, 06885 quickly proved the potency of the Speciales, finishing an incredible third overall at the 1965 24 Hours of Le Mans, a record that has stood ever since as the best finish by a front-engined car.

On the basis of 06885's success ten additional customer 275 Competition Berlinettas were completed. These utilised more or less standard alloy bodies with standard wet sump engines.

In the autumn of 1965 what are now referred to as '66 GTOs began construction with chassis 09007. These were loosely based on the earlier series one





competition Berlinettas but instead had bodies using ultra thin skin (1mm) aluminium. They also used an all-new chassis and dry sump engines lifted directly from the 250/275 LM. Scaglietti constructed 12 bodies that appeared in many ways to be similar to a production 275 GTB. They were, in fact, about one fifth smaller in all dimensions. They were also much lower and wider than the production examples and were fitted with Perspex side and rear windows. The weight of these GTB/Cs was down from the 1240 kilos of a standard steel 275 GTB and 1200kg for a standard alloy 275 GTB, to an incredible 990kg. Seventh of the 12, the featured car, 09057, went to Luigi Chinetti's NART team in September 1965.

Track Test

by Roberto Giordanelli

You can always tell when they come in from the States because they make a lot of noise. The 275 GTB/C's 3.3-

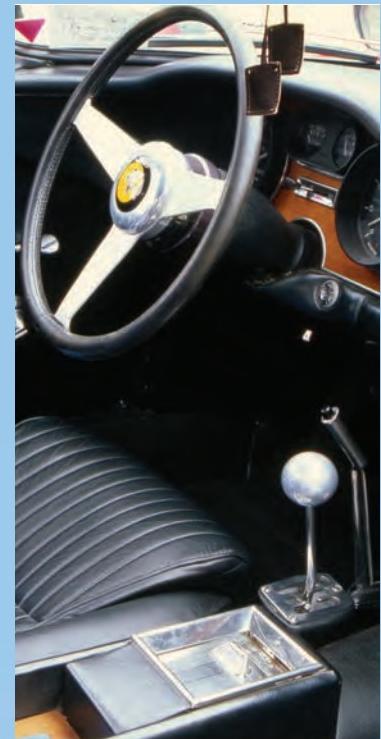
litre race-tuned engine exhausts sends its spent gases through megaphones just to make sure. At full chat the howl is awesome, but there are few occasions in today's European countries when enthusiasts are permitted to 'hear' the engineering. At 280bhp, maximum power is only slightly up on a standard 275 GTB. Power delivery is much improved, but with a competition bias. From 4000-7000rpm the competition version is markedly stronger.

The 275 series evolved from 'open propshaft' to 'torque tube' but the 'C' version retained the open propshaft to enable easier maintenance of clutch and so on during endurance events. Having the gearbox at the rear, has advantages for weight distribution (damn near 50-50), but it does create driveline problems. The propshaft has to spin constantly at engine rpm whilst delivering considerable torque to an independently mounted gearbox. The torque tube simply bolts the engine rigidly to the distant gearbox thus giving the internal propshaft an easier life.

RIGHT: Another 275 that has been on stock at Talacrest. Ch. 10133 is an ex-NART car that was raced at Daytona in 1969



FERRARI 275 GTB/4C





The 275 GTB/4C Speciales

Unraced, chassis 06701 was sold directly from the factory to Pietro Ferraro of Trieste, Italy, in May of 1965 and was used exclusively as a road car. It was registered to Cartiere del Timavo, his paper producing company. Prior to the car's sale, it is believed that the car's exterior colour was changed by the factory from its original Rosso Cina to Grigio Scurro Metalizatto. Furthermore, the factory also fitted front half bumpers and full rear bumpers, indicating that the car would be used by its first private owner on the road. Subsequently the car had a succession of owners and was acquired in 1995 by Talacrest for collector Brandon Wang. In 2014 it was auctioned by RM for \$26.4m.

Chassis 06885 has been owned since 1970 by noted enthusiast Preston Henn in the USA, while the third and final car of the series, chassis 07185, is also in the USA and part of Robson S Walton's 'The Rocky Mountain Auto Collection'.

A stroll around Talacrest's GTB/C to examine this piece of history was the first job. Handsome Borroni wires (7 and 7.5 x 15) were shod with Dunlop historic specification racing tyres (5.5m and 6.0m). The aluminium body looked just right without that over-restored look. Plexiglass side and rear windows and night racing identification lights are there and, surprisingly, much chrome work has been retained.

The interior is trimmed minimally but nicely. Access to the low-back bucket seats is easy as there is only a rear roll cage. Typically Ferrari, the interior is functional while retaining a few ergonomic nightmares in order to maintain the Maranello magic. Instrumentation is good, switch labelling could be

better . . . that sort of thing. Brake and clutch pedals are adjustable and there is a left footrest.

Strapped into the Simpson belts, it's track test time. With a noisy machine, the trick is to build up slowly and as quietly as possible. This enables a high-speed run to take place once acclimatised. A high speed run means being sent home for making too much noise so it has to be cunningly planned. The gear lever is metal-gated with first on a dogleg. After a while you get used to it. With a 311bhp per tonne power to weight ratio, 0-60mph is in the order of five seconds and 100mph in 12 seconds. Top speed would be in the region of 150 to 180mph depending on gearing. This a 'Blood and Thunder' machine to die for.

BELOW: Auto Italia first featured this car back in April 2000. Roberto Giordanelli drove it on the old runaway at Brooklands at our Italian Car Day





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THE NUMBER ONE CHOICE FOR CLASSIC FERRARI

TOP GHIA

Exotic style, coachbuilt quality and smooth, six-cylinder power. Is Ghia's reworking of the Fiat 2300 really the 'junior Ferrari' that the owner of this stunning example claims?

Story by Chris Rees
Photography by Michael Ward

As it happens, the two cars we're scheduled to photograph today for *Auto Italia* arrive at the same time. You couldn't describe the matt black Lamborghini Huracán we have on loan today as shy and retiring, but curiously, none of the crowd of people around us is giving it any attention.

That's because it's being comprehensively outshone by the other car we've asked to attend our photo shoot. Who'd have tipped a Fiat to be the car to upstage a Lambo? But then, this isn't just any Fiat: in my book the 2300S Coupe one of the most appealing cars ever to wear a Fiat badge.

Not only does the Coupe look stunning, its quirkiness and individuality make it stand out: it's really quite unlike any other car. It demands you pay it attention – and then rewards you royally for your consideration.

That charismatic shape, penned by Sergio Sartorelli while at Ghia, first saw the light of day at the 1960 Turin Motor Show, when Ghia displayed it as the 2100S Coupe. Fiat adopted the design pretty much as it was, and within a year, had put it on sale as the 2300 Coupe.

Since Ghia didn't have the capacity to produce a car like this, the actual construction work was subcontracted out to OSI (Officine Stampaggi Industriali) of Turin, which had only recently been set up by Ghia's ex-president, Luigi Segre. Over the next seven years, something like 7000 Coupes were produced, many of which had the twin-carb 'S' engine that boasted 150bhp (versus 117bhp for the single-

carb 2300) courtesy of some warming-over by Abarth.

This gorgeous 1966 2300S is owned by Peter Jerram, who has a direct connection with Fiat's 2300 Coupe from his childhood. "My father always owned Jags," he remembers, "but one day, probably in around 1963, we were passing Radbourne Garage in Holland Park and he saw a Fiat 2300 Coupe there. He decided to take a test drive, but since the Fiat was twice the price of an E-Type at the time, he never did buy it. That was the last time I ever saw a 2300 Coupe in the flesh, until I saw this one!"

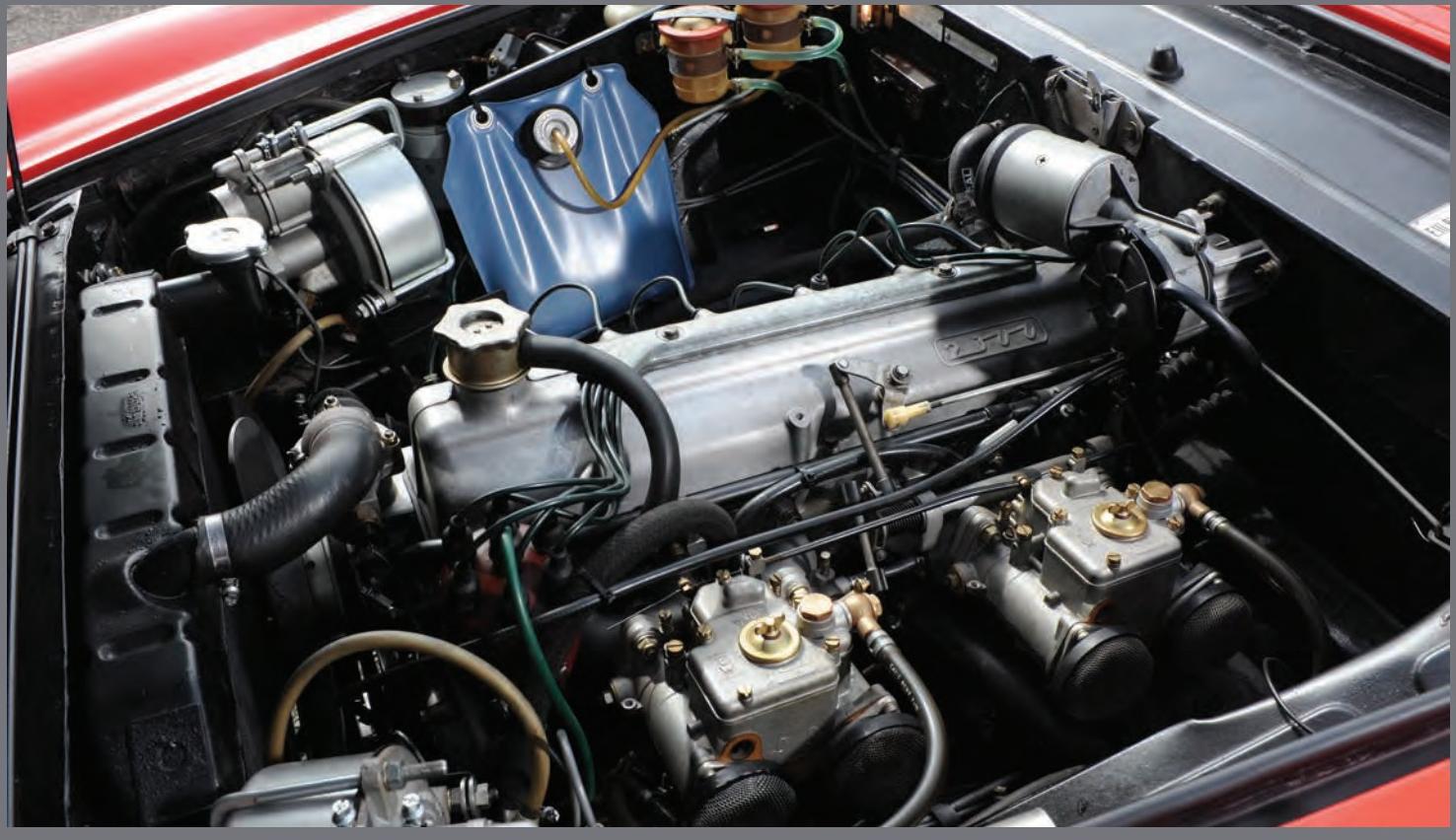
Peter really wasn't looking for a 2300 Coupe. He was actually on the lookout for a Fiat Dino (his dream car ever since seeing *The Italian Job*) – although he would also have settled for an Alfa Giulia Sprint. But when he saw this 1966 Fiat Ghia Coupe up for sale, the memories flooded back and he knew he had to have it.

This particular 2300S started out in life in Italy, going through the hands of two owners in Turin, before emigrating to France. And it was in Paris that Peter saw it, back in 2012, on sale at the French importer of Morgans. Very quickly, it found its way over to the UK.

"I thought it was in good nick," recalls Peter, "but when we got it up on









the ramp back home, we found there was so much rust that you could put your fist through the sills. All the suspension bushes were shot, too."

It didn't end there. The engine had to be taken out because the head gasket and cylinder head were about to go. In fact, Peter decided on a complete engine rebuild. It was re-sleeved, and the pair of twin-choke Weber 38 carbs were overhauled by Southern Carburettors. The engine bay now looks amazing, although it's not the powerplant that immediately leaps out at you – it's the two huge Bendix brake servos that dominate the view. And guess what – they were leaking as well!

In any car like this, you expect some restoration challenges, but the 2300S presented a whole host of particularly knotty ones. Luckily none of these proved unsolvable. Parts aren't exactly easy for the 2300 these days, but happily there is a specialist in the Netherlands called Classic Passion which does carry quite a few bits. For instance, a trim kit supplied by the Dutch firm provided the new lining for Peter's boot.

Those worn suspension bushes proved awkward to

find replacements for, but some were eventually sourced via Ricambio, while renowned Fiat and Abarth specialist Middle Barton also helped with a few bits.

The front wheelarches weren't in great shape either, ravaged as they were by rust. Luckily, one of them was about three-quarters intact, so Peter was able to get a pair fabricated from that. There are still a couple of jobs to do, such as overhauling the rear suspension and renewing the exhaust.

The bodywork and paint's all done though, and it looks superb thanks to the work of Autofficina (which also looks after Peter's collection of Ferraris). The particular shade of red is not original, but it's very close to the factory colour – actually it's a Ferrari paint called Scuderia Rosso. But it's the roof that raises the eyebrows: it was Peter's idea to paint it non-original, contrasting silver, initially an idea that drew scepticism from everyone whom he canvassed. But there's no question that it works: the Grigio Nuvolari roof (another Ferrari colour) looks absolutely right.

Looking around the car at the stylish detail that surfaces wherever your eye falls, quirks and curiosities

BELOW: Abarth offered a tuning kit for the Fiat 2300 that consisted of a high lift camshaft, increased compression ratio and twin carburettors





abound. Inside the car, you'll find such strange and wondrous period items as a rear fan demister; a footrest for the front passenger, and a hand-rail too; and two-tone horns to play with. The quintet of Veglia Borletti gauges look stunning in the wooden dashboard, and are set off perfectly by the Nardi wood rim steering wheel. The front seats are beautifully engineered with chromed metalwork that looks like it belongs in an aircraft.

There's so much to appreciate on the exterior, too. The chrome-trimmed engine cooling vents and sills look stunning, the grille is gorgeous, and ingenious chrome strips create a wraparound effect for the rear screen. By the way, the Abarth badges that adorn Peter's car are justified, he says, because of the Abarth head and sump that the 2300S uses.

So how does it drive? Really rather magnificently. Turn the ignition key and you're rewarded by the silky sound of one of the great six-cylinder engines. Designed by ex-Ferrari engineer Aurelio Lampredi, the straight-six OHV pushrod powerplant is joyfully smooth. Emitting a low growl on start-up and plenty of valve clatter at speed, it's a wonderfully torquey unit. At 80 gomph, it feels utterly at ease.

The pedals are floor-hinged, Alfa-style, and work very well. The gear lever is canted over quite severely, but the gear engagement functions better than you might imagine, with four speeds to play with. Accelerating through the gears it can rev to 6500rpm, but it really doesn't need to be extended so far, and is at its best delivering easy, low-rev cruising ability. In fact, 'easy cruising' sums up this car. The very large, high-set steering wheel is low-ganged and pretty

heavy with its lack of power assistance, so you're kind of forced to take things easy. Around corners, the Continental 165 radial tyres provide enough feedback of what's going on, despite the limitations of the leaf-sprung rear end, and the tail can be persuaded to come around gently and predictably.

The brakes – despite being discs all round and benefiting from those big Bendix servos – are heart-of-1960s in feel, which means a little spongy on initial application and not quite as effective as you'd like for the pressure you're applying.

This is a relaxing car to drive, on the whole, although wind noise is certainly present at high speeds. Visibility through that charismatic glasshouse is about as good you'll ever get. And the view down the bonnet, framed by that sharp-edged wing top line, is so evocative of La Dolce Vita touring, 1960s-style.

"It looks and feels like a poor man's Ferrari," says Peter, who is more qualified to know than most, as he owns quite a few Ferraris as well as this Fiat. He's driven it to the Goodwood Revival, where sadly it broke down, but it has now been on quite a few trips out without problem.

"If I'd known how much time and money it would take to get it to this state, I would never have bought it in the first place!" says Peter. "But do I regret it? No! It's such a rare thing that attracts so much attention, and it drives so nicely."

I concur on both scores. It's charming, relaxing to drive and, on the attention-grabbing front, we have all the evidence we need from parking it next to that Lamborghini Huracán. Poor man's Ferrari? Perhaps not so much the 'poor' relation after all. ■

ABOVE: Delightful part wood part metal dashboard. Note the passenger footrest

TECHNICAL SPECIFICATIONS

FIAT 2300S COUPE

ENGINE:	In-line 6-cyl, OHV
CAPACITY:	2279cc
BORE X STROKE:	78mm x 79.5mm
COMPRESSION RATIO:	9.5:1
FUEL SYSTEM:	Two twin-choke Weber 38 carbs
POWER:	150bhp @ 5600rpm
TORQUE:	145lb ft @ 4000rpm
TRANSMISSION:	Four-speed manual, rear-wheel drive
BRAKES:	Discs front and rear
WHEELS:	15in steel
TYRES:	165/80 R15
DIMENSIONS:	4485mm (l), 1620mm (w), 1470m (h)
KERB WEIGHT:	1285kg
TOP SPEED:	120mph (claimed)
0-62MPH:	10.5sec (estimated)
PRICE:	£2,944 (1965)



Alfa Romeo Giulia Dossier

Following the announcement of the new Giulia we take an in depth look at its very successful predecessor

Story by Quattroruote and Dario Tonani
Photography from the Quattroruote and Auto Italia archive





The sloping bonnet, receding windscreen and truncated tail give the impression that this car was designed by the wind. The twin-cam engine was powerful and the five-speed gearbox was a delight. Good road holding, steering and braking, associated with a shock-absorbing body shell contributed to the car's sturdiness and stability. The Giulia was the first family car to offer an extraordinary mix of quality features. On the downside the build quality was not great but the Alfisti set that aside.

"It is a revolutionary car, customers won't understand it", wrote the Italian car magazine *Quattroruote* when it introduced the Giulia to Italian readers in the July and August issues of 1962. And the editor did not spare any criticism when addressing the profile, he judged it quite unusual and unconvincing. The sunken rear panel was regarded as too elaborate and the car's finishing was not up to the standards of the segment and the price list. The foreign press verdict agreed with *Quattroruote*. When it comes to assessing revolutionary concepts, it is easy for reviewers to make sweeping statements. However, a few years later, they had cause to revise their judgements and in the Giulia's case it did not take long for the critics to realise they had been wrong.

In reality the Alfa Romeo Giulia represented the car the market had been waiting for, and it was destined to radically mark automobile history. The profile was brave, new and aerodynamic. The lowered bonnet emphasised the power of the engine inside, it assisted air flow complemented by the raked windscreen – such a design had never been seen in a saloon car before.

The flat sides and the large tyres contributed to the sporting look. The line running along the side seems to run backwards towards a distant point, enhancing the slender lines of the truncated tail and the rear screen, in accordance with the rules of aerodynamics. Slipstreams, whirlwinds and turbulence were carefully evaluated in the wind tunnel at Turin's polytechnic school. The period Italian advertising boasted that the Giulia had been 'designed by the wind' and celebrated the extraordinary safety features of the car, from the excellent good looks to sturdiness and powerful braking.

Suffice to say that according to a special study made by Mira (the association of English Automobile Manufacturers), the Giulia ranked among the five car

equivalent models on the market at the time by having the lowest drag coefficient, despite the relatively short body which traditionally does not favour efficient aerodynamics.

The 1950s and 1960s were the years of mass motorisation with the Fiat 500 and 600 starting to fill the roads. The Italian road system was enlarged and improved and the tunnels of Mont Blanc and Great St Bernard were opened to connect Italy to Northern Europe. The motorway from Rome to Naples was inaugurated and a lane was added to the Milan-Turin autostrada, which became a three-lane motorway. Passive safety, however, was still an unknown issue. The Giulia opened up discussion with its so called 'differentiated body shell' with improved passenger protection in case of accident, in effect the engineers introduced the crumple zone. It was a revolutionary idea which was eventually accepted and developed throughout the automobile industry. At its launch in 1962 the Giulia TI pre-empted the safety standards the USA would enforce as early as 1968, and the Europeans would take up much later.

The Giulia was a true family car, ideal for four but homologated for six, but also had appeal to sporting drivers. With 106HP at 6000rpm and a five-speed gearbox the top speed was over 165km/h (*Quattroruote* tested a top speed close to 176!) the Giulia scored higher than its rivals and at the time ranked as the fastest series saloon car in the 1600cc segment.

The Giulia defeated many more expensive cars and quickly became the benchmark for European car manufacturing. No other saloon featured sodium filled exhaust valves for better cooling and longer durability, and only a few makes had twin overhead camshafts, hemispherical combustion chambers and five gears. The Giulia also had very few rivals when it came to road holding, quick steering, progressive brakes and later, a floor mounted gear lever.

The only fault of the Giulia (and *Quattroruote* editors were right in this) was its poor finishing: too much plastic, materials not up to the segment quality, garish damask cloth and the high price of the car. Nevertheless, the Alfisti were keen to forgive what they considered as minor faults, in view of its many virtues.

The Giulia was in production for 15 years, from 1962 to 1977. Production totalled 572,626 cars (including a few Giulia Giardinettas), compared to 131,806 examples of the Giulietta.



Giulia TI 1962-68

The adventure starts here. The first version (22,000 cars) had drum brakes. In the following years Alfa Romeo replaced them with disc brakes. In 1964 the floor mounted gear lever was available as an option and became standard equipment from 1966 onwards.

● June 27 1962. Version 105.14, engine AR00514. The '1600' had one carburettor and produced 92HP. It had five-speeds with the gear lever on the steering wheel, hand brake handle below the dashboard, a bench seat in flecked cloth with a mesh pocket behind the backrest, opening quarter lights, oblong instrument board, black steering wheel with cream horn lever and chrome half-ring, double-fixed front safety belts, two slits in the front scuttle and one outlet for heating, side indicators with a chrome tail, rear ashtrays built in the door armrests, drum brakes and triple brake shoes in the front. Paint range: Azzurro spazio, Acqua di fonte, Hawthorn white, Bruno atomico atomic, Blue sirio, 'Bluette', Nero.

List price 1,595,000 lire.

● August 1963. From chassis AR423501 disc brakes with servo.

● May 1964. Gear lever available on request (at no additional cost), in combination with split front seats (25,000 lire), available at the same price also with the gear lever at the steering wheel. Solid colour cloth upholstery, chrome air outlets below the windshield.

● February 1966. Under type 105.08, arrives the 1600 Ti. Floor mounted gear lever, 1300 Ti type steering wheel, dashboard with grey plastic details, black dashboard with three round instruments (the fuel gauge is located in the centre), new seats, rear central armrest, stainless steel bumpers, 'L' shaped chrome mouldings surrounding the rear lights.

● July 1967. The Giulia 1600 TI series production ends. Manufactured by request from 1968.



1962-64 Early Years

The road holding of the Giulia prototype was excellent with good suspension and a well-chosen setup guaranteeing good balance in all conditions. The stiff springs though affected the ride comfort. The drum brakes, although efficient and progressive, were not the best equipment on a car that could exceed 175km/h. The steering wheel mounted gear lever operation was poor and fifth gear was difficult to engage.

Drum brakes were replaced by discs in summer 1963. To meet the customer requests, the 1964 version found the gear lever moved from the steering wheel to the floor. At first the option was available on request, and eventually became part of the series equipment. The front bench seat was replaced by split seats. The Quadrifoglio (four leaf clover) version was about 90kg lighter than the standard Giulia it was equipped with the Giulia SS engine and two-double-body Weber carburetors, it easily exceeded 185 km/h.



Giulia TI Super 1963-64

Production Timeline

● April 24, 1963. Type 105.16, engine AR00516. This is the sports version of the Giulia TI. It has a 112HP engine equipped with two twin choke Weber carburetors with a remote air filter, floor mounted gear lever, enveloping seats, no grab handle for the passenger, open oddments holder, three instruments with the same diameter, three-spoke aluminium steering wheel with a black crown, series front seat belts, simplified trim, no heating system, armrest free doors, fixed quarter lights, the model logo is now also placed on the front rim of the engine compartment, green cloverleaf on the front wings and in the middle of the boot, the body is lighter (910kg) light alloy rims with larger holes, overrider-free bumpers, plexiglass rear windows, oil cooler on request and hand brake lever between the seats. Paint range: white except for two specimens Ch. 595135 (red) and Ch. 595416 (grey). List price 2,525,000 lire.

● August 1963. The body shell of the TI Super is now the same of that of the TI type 105.08, thus it shows a servo-assisted brake pre-arrangement, although it will



never be assembled. The fuse box is moved to the right-hand side of the engine compartment. Originated from the idea of offering to the market a softer version of the TI Super, which would be equally as sporty, but more comfortable and better refined than the series 1600 TI.



Giulia Super 1965-1972



● March 1965. Presentation of the Giulia Super type 105.26, engine AR00526 (from 1969 AR0026/A). In practice it is a luxury version of the TI Super. 98HP engine with twin-choke Weber 40 DCOE 24 or Solex C40 PHH/2 carburettors, remote air filter (the jack is moved from the engine compartment to the boot to make room for it), axle ratio 9/41 instead of 8/41, three-spoke aluminium steering wheel with a black crown, ignition key on the steering column, windscreen wiper pedal with intermittent activation of the wipers, dashboard with wooden inserts and a car radio with glossy front. The three switches to the left of the steering column are newly designed and there are three instruments with a clock in the middle. It has better quality seat upholstery, oddment pockets on the rear of the backrests, floor carpeting, front ashtray combined with a cigarette lighter, rear ashtrays built in the doors (not in the armrests), triple fixing for the safety belts, two air vents added to the sides of the dashboard and a dipping rear mirror. It has an exterior model logo, bright profile below the doors and raised rims around the hub caps. A golden round logo is on the rear pillars. The central part on the front grille is raised upwards, with the upper side connected to the bonnet. The bumper overriders are higher; the rear light groups are larger and chrome-free. List price 1,775,000 lire.

- February 1966. New upholstery inside and stainless steel bumpers.
- September 1967. Black front grille with five chrome profiles, new side indicators (no longer with a metal tail) 50Ah battery, two-speed windscreen wiper, new aluminium steering wheel with a black crown and horn

control also on the spokes and a key lock also on the right front door. Among the debuting optional details are the metallic paint (45,000 lire) and washable interiors in Texalfa material (20,000 lire). List price lowered to 1,665,000 lire.

Giulia 1600S 1969

A brief appearance, announced December 1968. Type 105.85 (105.87 right-hand drive) 1600 engine (AR00585), single-carburettor, 95HP, Giulia 1300 TI style preparation with double head lights and different logos. List price 1,450,000 lire. Production ended in 1970.





ABOVE: Twelve versions of the Giulia appeared over 15 years of production. The Giulia Super is identified by the serpent on the C-pillar

- February 1969. Engine AR00526/A. Front seats without map holder pockets, enveloping rear seats, stitched covering, outer door handles, window raiser and newly designed quarter light handles, water and oil temperature controls placed centrally below the dashboard, emblem with the green snake on the rear pillars, smooth wheel caps, rear ashtray located on the tunnel, larger bumper overriders, alternator, wider use of noise absorbing material, hydraulic clutch with diaphragm spring, new synchromesh and gear lever without reverse lock, new mountings for the engine and gearbox and also new mountings for rear suspension. The rear axle is equipped with an anti-roll bar and a braking modulator. 165 SR 14 tyres are optional (15,000 lire). List price 1,595,000 lire.
- December 1970. Dual braking system, pedal set hinged upwards, air filter with dynamic intake, brake fluid alert light, hand brake alert light, light descent angle adjuster, door opening lock, releasable inner rear mirror, inner fuse box, hand brake between the seats, starter on the steering column and a new cigarette lighter. The windscreen wiper, fan and instrument light switches are relocated on the tunnel and a steering wheel with a variety of horn controls and wooden crown is available on request.

- April 1972. New name: 'Giulia Super 1.6' After Giulietta production ended, Alfa Romeo was keen to find a suitable replacement to cover this significant market segment. It was logical to transfer the engine of the Giulietta TI to the Giulia.

Giulia 1300 & 1300TI 1964-72

GIULIA 1300

- May 11 1964. Type 105.06, engine AR00506, the same as the Giulietta TI but enhanced. Two-headlight grille, overrider-free bumpers, four-speed transmission, rectangular lateral indicators, metal hub cups with Alfa Romeo emblem, Giulia TI type steering wheel with black horn levers (instead of ivory), dashboard without a handle for the passenger, no bright details on the drawer, quarter lights with a lock and without a knob, short door handles, no ashtrays on the rear door handles, no reversing light and no chrome details on the rear light units, no light inside the engine bonnet, central Alfa Romeo grille with five horizontal bars, simplified finishing, four disc brakes without servo and split front seats for a supplement of 45,000 lire. List price 1,395,000 lire.
- September 1967. New grille with a black mesh and





three chrome bars, slits below the windshield are now vertical, dashboard instruments are now round-shaped, 1300 TI type three-spoke steering wheel. List price lowered to 1,245,000 lire.

- February 1969. Hydraulic clutch with a diaphragm spring, new gearbox synchromesh, gear lever without a lock for reverse, new joints for rear suspension, 165 SR 14 sized tyres for a supplement of 15,000 lire. The Giulia 1300 was dropped in 1971.

GIULIA 1300 TI

- February 1966. Type 105.39, engine AR00539 82HP. Five-speed transmission, bumpers with overriders, reversing light, quarter lights with lock, anti-reflection plastics for the dashboard on the passenger side, black three-spoke steering wheel with bright horn half-spokes, windscreen wiper washer button on the dashboard, new shaped seats. Paint range: Bianco, Celeste, Azzurro, Blu chiaro, Blu medio, Verde, Grigio medio, Nero. Optional split front seats (25,000 lire) and fake leather (20,000 lire). Price 1,415,000 lire.

- 1966. Right-hand drive version (type 105.40).
- 1967. Grille with a black mesh and three chrome bars, vertical slits below the windshield, round shaped instruments on the dashboard, two-speed windspeed wiper, pedal operated windspeed wiper, dual tone horns, anti-theft steering lock, handle lock also on right rear door and power steering.

Price 1,375,000 lire.

- 1969. Hydraulic clutch with a diaphragm spring, new synchromesh, lock-free reverse, anti-roll bar on the



rear axle, smooth hub caps, bigger bumper overriders, light in the luggage compartment, new joints on the rear axle, new outside handles, more sound absorbing panels and 165 SR 14 tyres on request (15,000 lire).

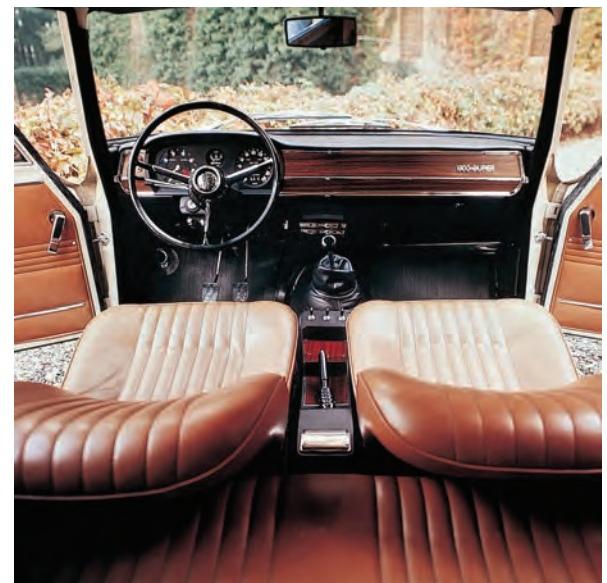
- December 1970. Pedal set hinged upwards, releasable inside rear mirror. List price 1,515,000 lire.
- March 1972. Production ended.

Giulia 1300 Super 1970-72

Fitted with the 89HP engine from the GT Junior. It is great for sports driving and makes this car the fastest European model in the 1300 segment.

- November 1970. Type 115.09, engine AR00530. Two twin choke carburettors (Weber 40 DCOE 28, Solex C 40 DDH/4 or Dell'Orto DHLA/40), double circuit brakes, new handles for the outer doors, lights with beam regulation lever, pedal set hinged up, 1300 TI-type steering wheel, interior as in the Giulia Super but without a radio compartment and without armrest. Handbrake on the tunnel with 'on' warning light, brake fluid level warning light, new location for starter and hand accelerator, removable rear mirror, door lock, air vents in the pedal set area and engine compartment light. Three switches (windspeed wiper, fan, board light) in the oddment compartment on the tunnel and an ashtray for the rear passengers.





Paint range: Biancospino, Grigio, Indaco, Beige cava, Amaranto, Verde, Muschio, Bluette, Blu Olandese, Atracite Inglese, Faggio, Nero. On request: Ocre, Verde pion, Blu Francia. List price 1,595,000 lire.

Giulia Super 1972-74

Just before the launch of the Alfetta, the internal and external fittings on the Giulia range were unified so that the only difference between the Super 1.3 and Super 1.6 was the engine.

● April 1972. Type 115.09, engine AR00530. 1300-1600 models unified with four headlights and fittings as in the 1600 Super. Rear armrest, clock on the dashboard and quarter lights opening with a handle. New features: steering wheel with wooden cap and crown, upholstery, rubber mats, rear light sets, emblem, painted roof frame (previously chrome), wheel hubcaps with black Alfa Romeo emblem and bolts in full view. Paint range: Biacospino, Grigio, Indaco, Beige cava, Giallo piper, Verde pino, Rosso, Azzurro Le Mans, Blu olandese. Optional paint: Nero, Grigio metallic, Verde oliva metallic. Optional fittings: heated rear window (15,000 lire) metallic paint (95,000 lire).

List price: 1,685,000 lire.

The 1600 engine, available on request, gives birth to the variation Giulia Super 1.6 designated 105.26 (105.28 with right-hand drive).



Nuova Super 1974-77

The new design make over gave the car a softer profile, in accordance with a trend started with the 1750 and the 2000 Berlina. It came complete with the addition of a wide range of fittings.

- May 1974. Type 105.09S, engine AR00530*S. Smooth bonnet and boot (the bonnet is soundproofed), new plastic grille with lights in the same diameters, larger emblem, new bumpers with built-in indicators, black rubber overriders, black windscreens wipers and hubcaps imprinted with the Alfa Romeo emblem. Interiors: new front seats with headrest, dashboard with matt black lower part, newly designed instruments, ignition set to the right hand side of the steering column, new dashboard with air vents, water temperature meter, oil temperature meter, heating controls, three switches, ashtray and cigarette lighter. Optional fittings: 1600 engine 117,600 lire, clock 16,800 lire, Texalfa fabric upholstery 35,840 lire, 165SR14 tyres 39,200 lire, metallic paint 156,800 lire, heated rear window 30,240 lire. List price 2,576.000 lire.
End of manufacture: 1977
- May 1974 Type 105.26S, engine AR00526A S. model variation with 1600 engine of the Nuova Super 1.3. End of manufacture: 1977.

Giulia Diesel 1976-77

The oil crisis had changed the game and led Alfa Romeo management to opt for a more economical diesel engine. The Perkins 4108 was well tested, but slow and noisy. It was a big failure. Only 6573 examples were manufactured.

- June 1976. Type 115.40, engine type 108U. Perkins diesel engine, more insulating material under the bonnet, bigger battery (66Ah), axle ratio 10/41. Engine switch off knob and hand accelerator below the anti-theft steering lock key, fuel tap with 'diesel' sign and concave adjustable wooden steering wheel (optional). Paint range: Avorio (black interior), Bianco (black interior), Biancospino (black interior), Verde (Maremma wild boar interior), Blu Olandese (Maremma wild boar interior). Optional fittings: Texalfa upholstered seats 64,900 lire, heated rear window 56,600 lire, adjustable headrests 70,800 lire, steering wheel with wooden crown 56,600 lire, 165SR14 tyres 76,700 lire. List price 5,865,000 lire.

THEMED VARIATIONS

In 1963, the Milanese coachbuilder Colli, headquartered in Viale Certosa, presented an interesting estate version of the Giulia. Carrozzeria Colli, founded in 1932 by the brothers Colli, was distinguished for interesting sports versions. Before designing the Giulietta and the Giulia, it had worked at other Alfa Romeo models, the Fiat 500, 1100 and 1400.

The Colli Giardinetta was equipped with the same 1.6-litre engine as the saloon and, aesthetically, it only differed in the rear, showing a large pneumatic controlled hatch door. Suitable for up to six passengers and 60kg of luggage, it was not as successful as it was expected and it was mostly ordered by the Italian Road Police. There was also a version designed by Giorgetti.



It was a real pity because the opening rear door design anticipated the concept of a modern and high performance hatchback.

Only 160 estate and van versions were built by Colli for police forces and some were sold to Alfa Romeo dealers participating in the Dealer Team race series as support vehicles. A unique open version of the Giulia was built for the President of the Italian Republic, Giuseppe Saragat, to ride in when he visited the Arese plant. Carrozzeria Colli shut down operations in 1973.

POLIZIA & CARABINIERI

Contrary to what was believed at the time, the only tuned versions actually owned by the Italian Police were the two TI Supers that travelled back and forth from the police schools of Nettuno and Cesena. The other Giulia 'Panteres' of the Polizia and 'Gazzelles' of the Carabinieri were series versions of the Giulia equipped with mesh instead of the inner headlights to make the siren sound louder. The Polizia versions of the Giulia often had mesh instead of headlights in subsequent versions up to 1963, after that the TI Super was dropped. Some Police Giardinettas were based on a Super 1.6 built by coachbuilder Giorgetti in 1972. It seated 2+1 passengers, while the rear compartment was filled with the road security equipment.





Southwood
CAR COMPANY



Alfa Romeo Giulia Sprint Speciale 1964 (RHD)



Alfa Romeo Giulietta Spider 1960



Alfa Romeo SZ 1991



Alfa Romeo Montreal 1972 (RHD)



Alfa Romeo Duetto 1968 (RHD)



Alfa Romeo 1750 GTV 1969 (RHD)



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The French Italian

Peugeot turned to Pininfarina for some Italian chic to raise its game in the 1970s

Story by Richard Heseltine

Photography by Manuel Portugal





The Lycra-clad septuagenarian nods a look of approval, pulsing his cheeks in and out like bellows before breaking into a toothy smile. He appears transfixed by our '72 Peugeot 504 Cabriolet, scanning every inch from tip to tail, before turning his attention to the chap behind the wheel; the pasty guy with tan-repelling skin. Our new friend may or may not have just offered his multi-hued bicycle by way of an exchange. It's hard to tell. Either way, he is clearly more impressed with the car than the driver's idiosyncratic grasp of Portuguese. This is not an unusual occurrence. Each time we stop, be it at traffic lights or outside a restaurant, onlookers mingle, merge, mill and jostle to get a closer look. A rapid-fire interrogation invariably follows.

What is clear, is that this car baffles as many as it bewitches. It's the famous lion badge that throws people, onlookers expecting it to be something more exotic than a 'mere' Pug. But then in many ways it is, this being a coachbuilt offering. Sort of. There once was something alchemical about the relationship between Peugeot and Pininfarina, the association stretching back to 1951. Aside from the many mainstream production cars penned in Turin, this legendary styling house also shaped many handsome niche fillers for the historic French firm, this handsome four-seater being arguably the pinnacle of their longstanding alliance. It offers a rare combination of inventiveness and simplicity, being both chic and practical. The shame of it is that Peugeot didn't feel it necessary to share the love, only selling its halo products in select markets. Great Britain, for example, wasn't one of them.

In many ways, this only heightens the sense of intrigue, scarcity equating to desirability and all that. And it is a desirable car despite its humble ancestry. That it is based on a 504 saloon platform is of little consequence. What's more, Pininfarina's role went beyond merely shaping the car. It also constructed the body assemblies at its Grugliasco factory, which were then transported to Peugeot's Sochaux factory in Alsace for final completion.

Launched at the 1969 Geneva Motor Show, the Cabriolet and its Coupe sibling were a natural progression of the 504 saloon which was also styled by

Pininfarina (or rather unheralded stylist Aldo Brovarone). And while the donor vehicle may not set heartbeats racing today, it's worth remembering that the 504 saloon was voted European Car of the Year in '68. The donor platform was shortened by 19cm but, save for a wider rear track, stiffer springs and uprated dampers, it was otherwise unchanged for this new application. Power came from a sturdy if underwhelming 1798cc in-line four-banger, a capacity hike to two-litres and power boost from 90 to 108bhp a year into production aiding its cause somewhat. Standard-equipment Kugelfischer mechanical fuel-injection added a sense of refinement while also boosting fuel-economy.

However, the alloy-block Peugeot-Renault-Volvo 'Douvrin' V6 came on-line in 1974, this 136bhp godet unit making its debut in the sharp-suited 504. What's more, it temporarily ousted the four-cylinder unit. This latest strain also featured a redesigned grille, different alloys and all-new taillight clusters. The ultimate iteration – although this is debatable – was the 160bhp fuel-injected V6 edition which arrived in 1977. However, only the Coupe received this unit. By then, the Cabriolet once again had to make do with the injected 2-litre unit because of concerns that the open-top 'shell was insufficiently robust to shoulder the extra power.

The Cabriolet continued in production until 1981, the Coupe for a further two years. The real tragedy was the last-gasp makeover which, thanks to the application of colour-coded plastic bumpers and

suchlike, proved to be more of a make-under. In much the same way as the Pininfarina-styled Alfa Romeo Spider suffered late-in-life styling revisions, these changes to the 504 similarly served only to highlight the age of the design. All told, 26,477 Pinin' 504s were made over a 14-year run, just 4472 being Cabriolets.

If anything, the first-series example pictured here is the purest of the breed. Given some of the more 'challenging' home-grown outlines to emerge from Peugeot in recent decades, it's easy to forget that it once made attractive cars. Few can match the 504's artistry and perfect proportions: it's a proper four-seater rather than a comedy 2+2, yet from ten feet away it still manages to look like a normal roadster. There is nothing 'family' about it. What's more, pre '74 cars had yet to be cheapened: the quad headlight treatment was ultimately dropped on cost grounds, replaced with larger and more conventional units, one per side. The bumper design was similarly simplified five years into production, the distinctive taillight treatment being another casualty of the desire to drive down costs. This was a crying shame as the earlier arrangement was one of the most distinctive aspects of the design. What's more, this styling feature has since been appropriated for latter-day models such as the 308 and 508.

As was typical of Pininfarina in its pomp, there is little embellishment here. It's hard not to use words such as 'elegant' or 'chic'; harder still not to launch into a tsunami of purple gush because it is such an alluring shape. Unusually for a car of its age, the roof can be





ABOVE: Elegant Pininfarina styling of the first series 504 Cabriolet. Later cars suffered from 'improved' lighting and bumpers

folded out of sight and stored under a tonneau cover behind the rear seats. Nothing upsets the flow, and tellingly it also looks good with the roof in place. The yellow headlight lenses and gold wheels merely complete the ensemble. Those 14in Dunlop alloys were only ever offered as an option on first series 504s and are the same size as the regular steelies.

What is clear is that the 504 doesn't look out of place in Cascais, the cosmopolitan coastal town west of Lisbon which isn't exactly lacking in exotica. While ostensibly a tourer rather than a sports car, this is no mere boulevardier despite what preconceptions might have you believe. The cabin initially comes as a bit of a disappointment, though. The exterior wondrousness sets it up for a fall; unrealistically raises expectations.

Pininfarina may have disguised the donor car with élan, but its origins are all too obvious once inside: the instruments, column stalks and assorted door furniture are all sourced from the 504 saloon, but then parts bin robbery does rather go with the territory. Its period rivals are no different in this regard.

The thing is, it isn't a bad office. The design of the dashboard might lack flair, and the uninspiring steering wheel screams Paris taxi, but everything is logically laid-out. What's more, it's comfortable. Supremely so. The seats look a little flat, but they embrace your lower extremities without pinching. What's more, the faux leather looks remarkably convincing. The driving stance isn't skewed, either, and the same cannot be said of some of its





contemporaries. Intriguingly, while the model was never officially in Blighty, Peugeot UK went so far as to offer its blessing to Hodec Engineering of Byfleet which offered to adapt cars to right-hand drive. Some sources claim as many as 150 were converted.

Given the car's relatively humble ancestry, you don't approach the Cabriolet expecting it to scorch back roads. And it doesn't. But – and it's an important but – the 504 is enjoyable to drive. The five-bearing, hemi-headed 'four' isn't a rev-happy jewel like an Alfa Romeo or Lancia twin-cam unit, but it has plenty of torque. As such, it's a relaxed cruiser when you want it to be. However, this example is equipped with a freer-flowing Abarth exhaust system which was an aftermarket offering in period. The pushrod four-banger normally sounds less than exotic, but here it pops and fizzes, which makes it all the more difficult to resist making

use of all available revs. Either that, or double de-clutching on downshifts to hear the exhaust note rear-up with each blip. The five-speed 'box – a late '70s-spec 504 items in place of the original four-speeder – doesn't offer lightning fast changes, but it offers a satisfying ker-kunk as each cog slots into place.

How much extra horsepower is liberated by the exhaust system remains unclear. The 504 doesn't feel particularly quick: according to period PR bumf, the Cabriolet was capable of 111mph outright, the 0-60mph dash taking 12-seconds. However, it feels long-legged and responsive when pressed. Ultimately, there will be naysayers who will shoot this car down for its less than racy underpinnings, but remember that Jean-Pierre Nicolas and Jean-Claude Lefèvre guided a 504 Coupe to outright victory on the 1978 Safari Rally.

Mechanically, the Pug is as tough as they come and

ABOVE: The elusion of 'Italianess' was only skin deep and the French power unit lacked the sparkle of a Fiat or Alfa twin-cam



PEUGEOT 504 CABRIOLET

has a better ride quality than most modern-day production cars. It's almost soporific, absorbing the worst topographical nastiness with no corresponding creaks, groans or shudders through the structure.

It also handles a lot better than you might expect. The rack and pinion steering is perhaps a little low-gearaged, but offers reasonable levels of feedback. On fast sweepers, it's all very undramatic, the Pug cornering with little accompanying body roll. On slower, tighter bends, lean is more pronounced, which is to be expecting of a 42-year-old car. However, the Cabriolet doesn't feel remotely threatening. There's merely a little stabilising understeer as you straighten up. You can provoke the rear end into breaking away, but why would you want to? This car doesn't have a tearaway streak so why pretend that it does? The disc brakes also work commendably well: there are no snatching or locking-up shenanigans, even when pressed into action. There's excellent pedal weighting, too.

There is so much to love here. You could argue that the 504 Cabriolet is merely a gussied-up saloon,

but only if you've never driven one. While it may not quicken your pulse, it does recalibrate how you feel. Sure, driving it along Estrada do Guincho, the road alongside the beach which appeared in the opening scene of James Bond vehicle *On Her Majesty's Secret Service*, makes it hard not to romanticise. However, chances are you would feel much the same way driving just about anywhere. It has that effect on you. This is such a relaxing car to drive, you just to want to keep going, basking in the sun's rays and the reflective glow of appreciative looks.

When this car was new, it represented automotive couture at off the peg prices: in its home market, it cost roughly 40 per cent more than a regular 504 saloon. Nothing has changed: it is still a relative bargain, prices starting at around £20,000 for a clean – if not mint – example. The Peugeot has all the charm and charisma of something far more exotic but without the punishing running costs. It's a car for fashion victors not victims, but then true style is timeless. 

Thanks to: car owner Adelino Dinis



Packing a Punch

How to turn a family Fiat 850 saloon into an Abarth OT 1600 pocket rocket

Story by Tony Castle-Miller
Photography by Phil Ward





When Carlo Abarth launched the Fiat Abarth 1600 OT at the 1964 Turin Motor Show, he caused quite a stir. He had plenty of experience with modified road going Fiat saloons but had restricted himself to relatively modest increases in engine capacity.

With the 1600 OT, Carlo presented a version with an engine capacity close to twice that of the original little Fiat 850. The vital statistics make great reading, bearing in mind it all started with 37bhp.

The 1600 OT boasted an all Abarth dry sump 4 cylinder twin-cam engine, originally fitted to the Abarth Simca 1600 GT car. In the OT configuration, the unit produced 154bhp at 7600rpm and pushed the diminutive saloon to 137mph with a four speed transmission. This speed was verified by several journalists at the time with enthusiastic comments concerning wild acceleration combined with surprisingly good handling.

Needless to say, a lot of work had gone into the suspension and braking areas although the steering remained standard Fiat 850. Girling 3-pot disc brakes on strengthened hubs were employed together with different springs and supplementary coil over units on the rear.

This little monster was designed with one aim – to build 1000 examples and homologate the car as an FIA Touring Car contender (hence the designation OT which stands for 'omologato turismo' or homologated touring).

Unfortunately, Carlo failed to persuade the Fiat management that such a project would sell thousands of extra Fiat 850s and so only a handful were built. One prototype even boasted a full blown 2-litre engine.

In reality the car would have been expensive and trying to sell 1000 examples would have been very difficult. So we are left with just speculation as to how

the little OT would have performed against the Alfa Romeo GTA's and Lotus Cortinas that dominated the 1600cc class in the European Touring Car Championship. The power to weight advantage coupled with the optional 6-speed transmission would certainly have given Abarth an advantage. Given handling characteristics similar to a Porsche 911, all things might have been possible!

THE MIDDLE BARTON PROJECT

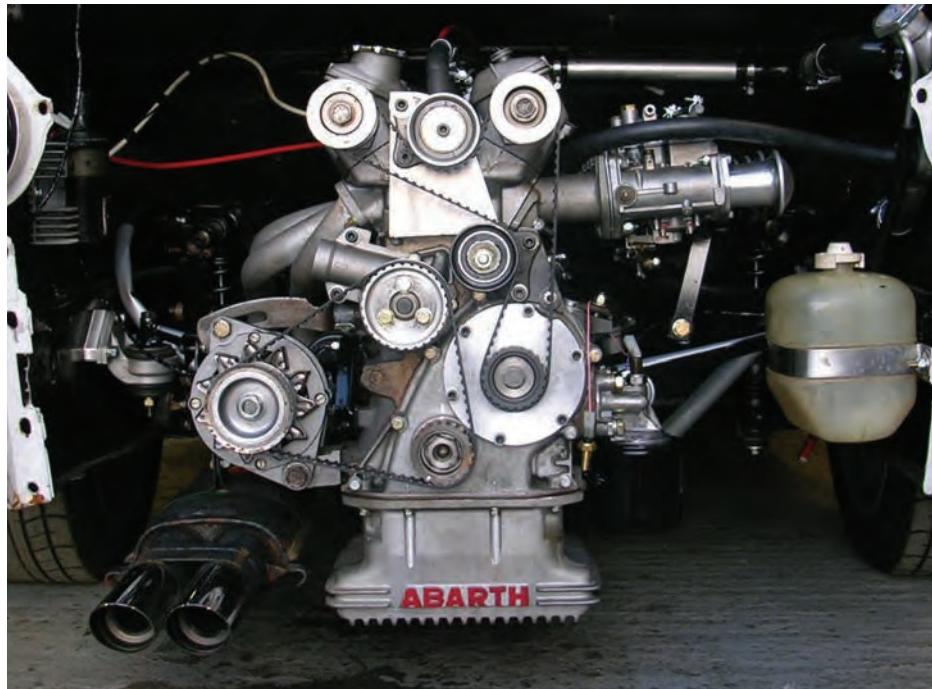
This project has its roots in Richmond Virginia in the USA. I happened to be staying with my old friend 'Judge' Parker back in 2009 and noticed a wide bodied but engineless Fiat 850 in his garage. It transpired that Judge had intended to install a push-rod Fiat 124 engine using the Fiat Abarth 1300 OT/124 formula which isn't a bad way to enhance the performance of an 850.

After some discussion, I bought the car with the intention of building a '1600 OT' albeit with a Fiat based twin-cam rather than an Abarth power plant. Being unlikely to ever own an original 1600 OT, this seemed like the next best thing.

While I have driven the 124 push-rod engine 850s and enjoyed the performance, the under bonnet appeal is nil and the power output restricted hence the desire to go down the twin-cam route.

In due course, the 850 arrived at Middle Barton Garage and the project began in earnest. The priority was to build a reverse rotation 1600 twin-cam mated to a suitably uprated transmission, in the spirit of the original all Abarth power plant.

All 850 engines rotate in an anti-clockwise manner, whereas all other Fiat engines of the period, are clockwise rotation. This came about as Fiat evolved the 600 into the 850 and needed more room inside the car. By moving the starter motor to the engine side of the bulkhead, extra space was achieved. Since DC motors



turn clockwise, the change in starter position resulted in the requirement for an anti-clockwise engine rotation. Future models, still with the trusty 850/903 lump, reverted to clockwise rotation (127, Uno, Cinquecento, Seicento etc).

Interestingly, all Abarth Simca engines and Abarth OT twin-cams, all rotate in an anti-clockwise manner. The decision was therefore to construct a reverse rotation Fiat based twin-cam in the spirit of the original Abarth Simca and OT engines.

THE MBG ENGINE

This unit is based on a Fiat 1608cc twin-cam which dates from around 1972. This is a particularly good version with a square bore and stroke configuration at 80mm x 80mm. The standard engine was rated at 110bhp @ 6400rpm using a pair of downdraft Webers and a compression ratio of 9.8 to 1.



TOP: Excellent access with the rear panel removed
LEFT: Great little track day car, but it would be awesome on the road!



To reverse the rotation of the engine involved driving the auxiliary/oil pump shaft via Abarth OT gears, enclosing the gears in an aluminium timing case complete with a new bearing to support a drive pulley to the cams. So, in true Abarth Simca style, the crankshaft moves in an anti-clockwise rotation while the camshafts continue to rotate in a clockwise manner.

The tensioner was moved to the opposite side to enable the new drive pulley to 'tug' directly on the inlet cam pulley and not through the tensioner which was never designed to take the extra stress. The waterpump was fitted with a reverse rotation impellor and the alternator works in any direction – sounds simple but it wasn't and required a lot of design and machining of special bits.

An Abarth Simca water rail is employed to remove coolant from the cylinder head to the header tank. A



couple of Weber 40DCOE carburettors are bolted on via a PBS inlet manifold (PBS in California made very high quality Fiat tuning parts during the latter part of the 20th century – sadly no more). A bespoke MBG exhaust manifold coupled to an original Abarth silencer takes care of the noise department while the lubrication is serviced with a large Abarth alloy sump. The ignition is via a Lancia Delta distributor driven by the exhaust cam via a Strada Abarth drive set up. The flywheel is from a Fiat 124 1300 and an uprated clutch connects the engine to an 850 transaxle via a PBS clutch housing. The starter motor is VW Beetle.

So there you have it – a great looking engine that appears quite different to a Fiat twin-cam but makes all the right noises and develops 135bhp.

TRANSMISSION

Like the original, a Fiat 850 transmission is utilised albeit fitted with an Abarth 3.9 crown ring and pinion.

CHASSIS & BODY

Extensive re-engineering of the bodywork aft of the B posts is required to withstand the extra loads involved.

The rear chassis rails and bulk heads were over skinned as per the original car. Together with an extensive and welded in roll cage, a huge amount of strength and rigidity has been built into the 850.

The body had been flared out in the USA to the Abarth design so that 7- and 8-inch Campagnolo replica wheels of 13-inch diameter could be accommodated (wheels are made exclusively in the UK for MBG). The suspension is basically Fiat 850 albeit with Abarth specification springs and uprated dampers. There is a pair of rear supplementary dampers to take care of the extra weight and performance of the 1600 engine and to allow fine tuning of the set-up. Stopping is achieved via disc brakes all round.

The interior is suitably Spartan with the correct OT seats and instrument binnacle.

TECHNICAL SPECIFICATIONS

ABARTH 1600 OT REPLICA

ENGINE:	Rear in-line 8v twin-cam
CAPACITY:	1608cc
BORE X STROKE:	80mm x 80mm
COMPRESSION RATIO:	9.8 to 1
FUEL SYSTEM:	Twin Weber 40DCOE carburettors
POWER:	135bhp @ 7000rpm
IGNITION:	Single distributor
LUBRICATION:	Wet sump
TRANSMISSION:	4-speed, RWD
BRAKES:	Discs all round
WHEELS:	7x13 (f), 8x13 (r)
SUSPENSION:	Upper wishbones, transverse lower leaf spring, adjustable hydraulic dampers (f). Trailing arms, coil springs and hydraulic dampers (r). Supplementary coilover damper unit both sides
DIMENSIONS:	4570mm (L), 1910mm (W), 1322mm (H)
TOP SPEED:	125mph on current gearing
0-62MPH:	7.2sec



Abarth OT 1600 Test Drive

by Phil Ward



Putting a 135bhp twin-cam engine into the back of a tiny Fiat 850 saloon that was designed to take a 40bhp push rod seems like an exercise that is doomed to failure. But Carlo Abarth made a successful business out of getting a quart out of a pint pot so there must be something in it.

The only car I have driven that is anything like a rear-engined Fiat Abarth was my Moretti 100 Sportiva, which was also based on Fiat 850 but fitted with a 70bhp 1050cc Autobianchi A112 engine. It was quite quick and even in road trim it handled well. The 1600 OT has almost twice the power and less weight so how would it go? Basically the answer was really well!

There is no doubt that Tony Castle-Miller is an excellent spanner man, because to re-engineer a twin-cam engine to run backwards and then shoehorn it into the back of a Fiat 850 is no mean feat. The quality of work is immediately evident within the first 100 yards from lift off. The whole car feels taut, the engine responsive and the chassis devoid of squeaks or rattles.

I have owned and driven countless twin-cam Fiats and just love the meaty burble from the exhaust, but like any front mounted

engine that is relocated to the rear it sounds completely different. The more compact, shorter travel exhaust system takes on a harsher more urgent note.

I was also expecting violent acceleration and wayward handling but the whole thing was surprisingly civilised. With a relaxed 3.9 diff and standard four speed gearbox, the OT is geared for the road rather than a hillclimb. The engine's powerband is quite wide allowing you to hang on to the revs between gears to provide smooth and progressive acceleration. The car was well planted through the corners and the grip so impressive that, apart from the sound, it was not obvious the engine was hanging out of the back. The un-servoed brakes were strong but not heavy on the pedal.

The straight line driving was done on a runway, and with the car working so well, the only reference to the car's considerable speed was the lifting bonnet fluttering against the stretched rubber catches in front of the windscreen.

Having completed this 1600 OT project, Tony is turning his attention to an Abarth Simca that has not seen the light of day for decades. Can't wait.



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Taking to the Streets

The city of Piacenza closes its roads to recreate a significant event in Italian motoring history

Story by Phil Ward and Claire Prior

Photography by Archivo Ferrari (unknown authors) and Michael Ward





Franco Cortese in the Ferrari 125S enters the Via Veturnini loop

Automobile Club di Piacenza's (PCAE) main man, Claudio Casali, is well known for his magnificent Castell'Arquato to Vernasca Silver Flag hillclimb, so when he invited Auto Italia to the recreated street race in Piacenza we knew we would be in for a treat. To understand how the event works we take a look at the first meeting that was held in 1947 and then how it was recreated for 2015.

Circuito di Piacenza 1947

Piacenza. A town in the Emilia-Romagna region of northern Italy. It is known for its meat products and delicious torta fritta. The name Piacenza is thought to derive from the Roman name for the town Placentia which comes from the latin verb placere; meaning 'to please'. And how.

It was May 1947, one month before the Marshall plan (USA post-war financial assistance) was implemented to help rebuild Europe and Piacenza was hosting the opening round of the Italian Sportscar Championship. Lined up on the starting grid on the 11th May among many was a barchetta 125S wearing a prancing horse. Ferrari had arrived.

So, why did Enzo Ferrari choose the Circuito di Piacenza to debut his first race car? Maybe it was because Zagato and Bertone were also debuting their designs and he wasn't going to be left out, or maybe the lack of unbombed circuits on which to try his creation, but, whatever the reason, everyone, even Enzo Ferrari had to start somewhere.

Il Commendatore, started his racing career in 1919 with CMN (Construzioni Meccaniche Nazionali) before becoming associated with Alfa Romeo. He then went on to found Scuderia Ferrari which ran Alfa Romeos and this gave Enzo the opportunity to race cars with great names such as Vittorio Jano as technician and Nuvolari, Fagioli, Borzacchini and Varzi as drivers; all

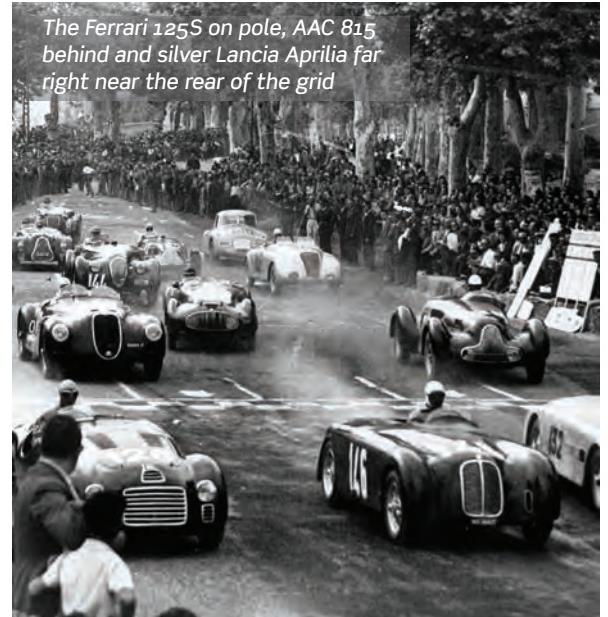
helping to bank role the Scuderia. Ferrari finally had the notion to make his own cars and with his ties to Alfa Romeo abruptly ending before the start of WWII he was free to do so and in 1947 the first car proudly displaying his name was built.

So, back to Piacenza. A lovely but imposing town with huge bronze statues in the centre and palazzos from the time of the Farnese family along with the odd Mussolini-era momento.

It was a great street circuit formed of an extended rectangle with long straights down the Stradone Farnese and Facsal, a technical section by the military hospital and a long loop around Via Venturini; in total a length of 3.3km. The race was comprised of three sections, two of 20 laps and one of 30.

Lining up on the grid for that first race of the Italian

The Ferrari 125S on pole, AAC 815 behind and silver Lancia far right near the rear of the grid



LEFT: The tiny but oh-so-pretty Lancia Ardea Pasqualin Parisotto driven by Giorgio Bandini



Championship in the over 1100cc class were 13 drivers including Enrico Beltrachini in his Auto Avio Costruzioni 815 (put together with Fiat parts by Enzo before he was allowed to use his own name on a car) and two, yes, two cars by Ferrari proudly sporting the Cavalino Rampante. The first, a 120hp 125S with a cigar shaped body and motorcycle-style mudguards was to be driven by Nino Farina but unfortunately he ploughed into a tree during practice; and the second 125S, nick-named the 'thick wing' was to be piloted by Franco Cortese. This was not the expected 8 cylinder engine but instead was powered by a 1.5-litre, 60 degree V12, with a 5-speed gearbox. Apart from the famous Ferrari involvement it should be noted that there were several other rising stars like Elio Zagato and Nuccio Bertone.

The flag dropped and the race was a go; signs were not good from the off; the 125S left a long trail of thick smoke from the exhaust, a sign that something was amiss with the engine. Cortese, aware that something wasn't right, kept the car in mid-field for many laps until he felt he could push-on. He then tried to catch the front-runners and reports suggest he was catching at 3-5 seconds per lap, but alas, he was pushing the car too hard and three laps from the end the fuel pump gave up and Cortese retired.

Attrition was high, especially for the smaller cars that would have been flat out on the straights and then had to brake hard for some of the almost right-angled corners. It was either engines or brakes that failed – or both.

Despite his retirements, Ferrari proudly called this

a 'promising failure'. The issues with the engine were ironed out and only a few days later Cortese would drive the 125S, now named Tipo Piacenza, to its first victory in the Grand Prix of Rome on the Circuito di Caracalla.

Circuito di Piacenza 2015

The logistics involved for closing off part of any city centre must be a daunting process, but the Italians seem to cope with the task admirably. In Italy this seems to be a perfectly natural thing to do and, let's face it, they have had plenty of practice with the Mille Miglia. The course was laid out pretty much as it was in 1947 with the exception of the pits loop. For the 2015 edition parc ferme was in the grounds of Castello Farnese from which the cars made their way to the start line for display and then the 'race'. The start and finish line was situated in the same location as the original race, the area used to be called simply Facsal but now the road has an extended title of Pubblico Passeggiò Facsal and it is the most famous pedestrian road in the city. 2km long and just outside the historic centre, it runs along the top of the Renaissance city walls where people can walk or cycle in the shade of centuries-old plane trees. The name 'Facsal' originates from the English word Vauxhall referring to the gardens founded in London in 1661 along the Thames embankment as a place to have fun. This fashion was exported to Europe, reaching Piacenza.

As we have already mentioned, the 1947 event was famous for being the first race with an official Ferrari

BELOW: Mario Battistella driving the unique, British-built 1957 Weldangrind Parson Maserati 150S



entry, the two cars entered were both versions of the 125S. For the record they were chassis 01C and 02C, 01C with fully enclosed front wings while the latter looked generally similar but had open wheels and mudguards. The race should have been a Ferrari benefit, with the AAC 815 also being in the same race. Franco Cortese was the driver of 01C, Nino Farina was in 02C and Enrico Beltracchini was the driver of the AAC 815. What should have been a grand debut for Enzo turned into a disaster because both the AAC 815 and 01C failed to finish, and 02C didn't even start!

It was appropriate that the Ferrari factory agreed to provide its own, replicated 125S for the 2015 event. Despite Ferrari's apprentices building the 'new' 125S, the original cars actually still exist although in completely unrecognisable form. It seems that old Ferraris never die and sometimes reappear, often with vaguely supported claims of authenticity. However, it is popularly considered that 01C was renumbered 0101 and 02C became 0201. Currently what little remains of the original 0101 now has a Spider Corsa body of the style originally fitted to 02C, while 0201 is endowed with a Touring coupe body and a bigger replacement engine causing it to be called a 166.

The 1947 grid was made up of a mixed bag of machinery, not surprisingly many of the cars were powered by Fiat Topolino or Millecento based engines, the standard during the austere post war

years. However, there were a number of Lancia Aprilias, a couple of Alfa Romeos, a solitary BMW 328 and an 'exotic' Maserati 6CS/46.

For the 2015 event, PCAE were careful to keep the mix of period cars, although the number of post war cars still running in Italy are quite limited. One interesting entry was a Lancia Aprilia barchetta Bellucci which is thought to be the actual car that raced in 1947. Notable rarities included Tony Berni's Abarth 207, the Fiat Frua Sport 1100, thought to be the first car bodied by that carrozzeria, and the Weldangrind Parson Maserati. This one-off 150S engined car was mounted on a chassis built by the Weldangrind engineering company of Fulham, London in 1957. It was run by father John and son Stuart Young. The body was designed by Stuart Young himself and the acronym Parson is derived from Pa and Son – father and son.

Apart from the factory's 125S, Ferrari were well represented by a fine variety of cars that included a 250 Scaglietti, 340 America, 166 Barchetta, 212 LM, 500 TRC, and 750 and 875 Monzas. The sound of the V12 cars resonating wonderfully off the buildings as they accelerated hard out the hairpin into Stradone Farnese is a memory that will linger.

It is not certain if and when the Circuito di Piancenza will be operated again but if the city decides to close its streets once more then international visitors will be made most welcome. ||

RIGHT: Tony Berni in his 1955 Abarth 207A

FAR RIGHT: 1946 Fiat Sport 1100, said to be first car bodied by Frua

BELOW: Lancia Aprilia Barchetta thought the be the actual car entered in the original 1947 race



CIRCUITO DI PIACENZA



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Donington Historic Festival

Italians at the 2015 Festival

Story and pictures by Peter Collins





BELOW: Maserati 300S driven by Ingo Grimm
RIGHT: Richard Meaden's Alfa Romeo Giulietta Ti

Historic motorsport is fun, right? Weeeell, many non-competitors were sorely tempted to disagree as the Saturday of this three day extravaganza was for hardy souls, with a bitter wind carrying leaden skies and on/off rain all day. However, this culminated with an 'into-the-evening' two and a half hour endurance race modelled on the lines of 1960s/70s 1000Kms events of yore that pushed all non-drivers close to their limits of enthusiasm.

On the plus side, it produced some fine racing that sadly ended in tears in its dying minutes, but for me it reminded me very much of that ultimate classic race, the BOAC 1000Kms of 1970 at Brands Hatch. The weather and light were similar and so were the cars – sadly no Ferrari 512s though.

Donington is a great circuit to hold one of these festivals as it is independent, "perhaps one of our disadvantages", explained Chris Tate, circuit manager. But more to the point it exists and for this we must extend a big vote of thanks to Kevin Wheatcroft who has had the determination to invest in this huge asset and to the aforementioned Chris Tate who works indefatigably to keep it all running.

For those with an Italian bent there was plenty of interest amongst the staggering 20 races and their attendant qualifying sessions. Taking the most recent cars first, Neil Smith and Steve Dymoke ran well in their Alfa 156 Super Tourers, the former well enough to take third overall in the two races held. "I've got to get used to a new engine with 20 more horsepower first", explained Neil before a soaking wet qualifying period.

First the Formula Junior race. With separate races for front and rear-engined cars, the tendency in the past has been for Italian cars to be prominent amongst those in the former category due to Colin Chapman transforming the grids from 1960 with his Lotus 18/20/22, but there is now an increase in the numbers of obscure rear-engined FJ cars from Italy, with the Wainer being the most prominent in the hands of Richard Smeeton who frequently manages top six placings.

Wainer's first FJ car in '58 made its debut in an ice race and, although the company was long-lived, turning out a ground-effect F3 car as late as 1989,

little is ever seen of the name in the UK, which comment also covers De Tomason, one of which is handled by Westie Mitchell. This latter is a 1963 car from when the company was tending to copy Coopers, although the '62 cars enjoyed a De Tomaso derived five-speed gearbox. Westie is a talented and quick driver, so it would be good to see his car finishing in the top half of the field as development allows. It didn't help that the track was intermittently wet for their first race, which led to much exploration of run-off areas in all races.

Peter Mullen's fast and well-driven OSCA is the car to look for in front-engined FJ. With beautiful lines, rather like a miniature Ferrari Dino 246, it goes as well as it looks. In addition, there will always be at least one Stanguellini, the car that kick-started FJ in '58 and these were usually front-runners until that pesky Chapman came along.

Continuing with single-seaters, the HPCA put on a fine race of Pre- and Post-1961 cars that included three Maserati 250Fs. I found Maser maestro Steve Hart in the miserable gloom of Saturday evening in the pit garages pondering a gear-selection problem on one of them, but all was well later in the weekend. Steve himself was at the wheel of a Cooper Maserati and achieved a seventh place in it. One of the three 250Fs was the green example of Stephan Rettenmaier. This is the car Robin Lodge used to pedal in the 1990s and is famously one of the two chassis that were owned and entered in the UK by Gilby Engineering for Roy Salvadori to race prolifically in the 1950s. It was good to see it back in action.

Talk of Maseratis leads us to the two 300S models of Halusa and Rettenmaier in the Woodcote Trophy. One of the best-handling sportscars, along with the Birdcage, that Stirling Moss ever drove and wonderful to see two out together. The well-known Frankel Giulietta Sprint was also out in this race displaying a nice new coat of light-blue paint.

The GT and Sports Car Cup race was graced with the serious presence of the famous and distinctive Breadvan Ferrari, now in the hands of the Halusa family. The History of the BTCC event contained the very special ex-Goodwood Geoff Gordon Alfa Romeo Giulietta Ti which was co-driven very spiritedly by



Richard Meaden. 6g EXL, the ex-Dooley and Richard Ward one-time Historic Touring Car Championship winning Ti, was also out and running along with Giulias and the John Barber Abarth 850TC in this huge, eclectic field of saloons. They entertained everyone in the pouring wet of qualifying on Sunday morning.

Last, but certainly not least, must be the superb victory by the Alfaholics' Banks family in the ultra-competitive U2TC round. Repeating their victory here of 2014, they were third on the grid behind the fabulous sounding and single-seater like handling Alfa GTA of Alex Furiani and the BMW of Jackie Oliver. Furiani disappeared into the distance from the start in a fashion that was a joy to watch, while Andrew Banks got the better of the BMW after a few laps and was perfectly placed when Furiani stopped on the run up to the Chicane about halfway through the race. After a well-judged drive, with a slightly worrying top-end misfire creeping in at the end, Max Banks brought the dark metallic grey GTA home for a comfortable win over Oliver. Jason Wright in his GTA wasn't so lucky, suffering from the gearbox jumping out of gear and a non-functioning rev-counter, which under the circumstances, wasn't helpful.

One wonders if this could become a more enjoyable festival than the Silverstone Classic . . .



TOP: Westie Mitchell - De Tomaso Formula Junior
ABOVE: Stephan Rettenmaier - Maserati 250F
LEFT: Max Banks lifts the Alfa GTA wheels
BELOW: Niklas Halusa - Maserati 300S





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September 5

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Contact: Malcolm Tilsed
malcolm@greenboxmanagement.com

September 6

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www.honningtonevents.com

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www.mostrascambioimola.it

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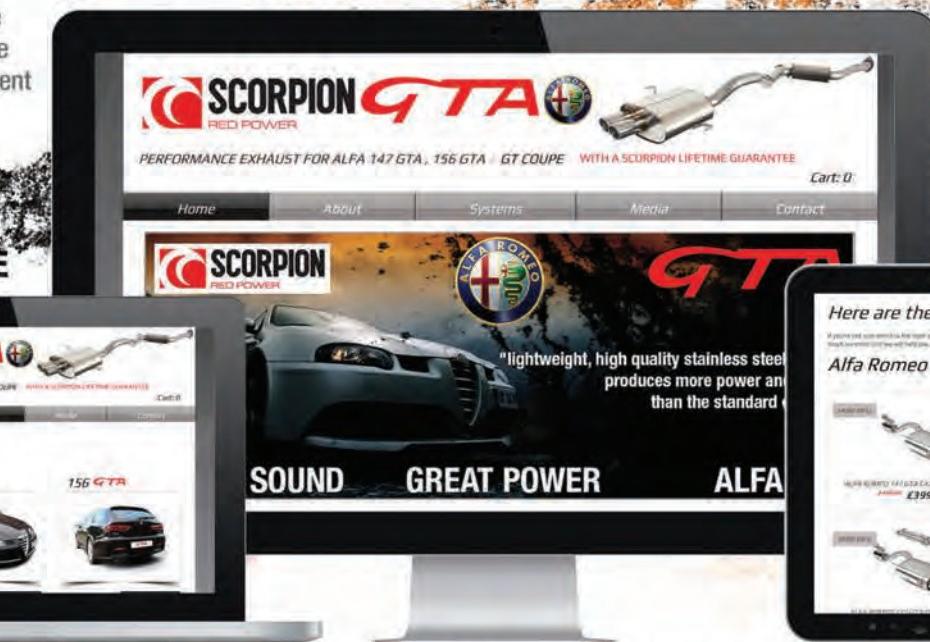
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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari Mondial

Perhaps the least popular modern Ferrari the Mondial is still great value – and it's a proper Ferrari with all the driving character you expect

Report by Chris Rees

Photography Michael Ward

Feature sponsored by Superformance

Welcome to what is quite possibly the best entry-level Ferrari of all, and certainly the cheapest. Often derided as ugly, slow and compromised by its 2+2 layout, the Mondial has always suffered a bad press.

But consider its benefits. By Ferrari standards, it's pretty reliable and inexpensive to maintain. Certainly later examples have very good performance and handling. And the 2+2 layout makes it more practical than most, too.

As Ed Callow from Ferrari specialist Foskers says: "The Mondial offers tremendous accommodation and is one of the most user-friendly classic Ferraris. If the servicing

and maintenance have been kept up to date, it's reliable. It's relatively inexpensive to purchase for a mid-engined V8 Ferrari, although of course that does not mean it's cheap to look after."

The Mondial was launched in 1980 as the 'Mondial 8' and was the direct replacement for the 308





GT4, whose then-unloved Bertone shape gave way to an unloved-ever-since design by Pininfarina. Initially offered in coupe form only, there was something about the long wheelbase, cab-forward look and those rear buttresses that wound aesthetes up the wrong way, as did the distinctive (but functional) side stripes.

Although this was Ferrari's last-ever 2+2 mid-engined car, the GT4-inspired chassis formed the basis of many future mid-engined Ferraris. The 3.0 V8 engine was basically taken straight from the GT4, then updated to Quattrovalvole spec in 1982, using all-new four-valve heads that raised power from 214bhp to 240bhp. 1983 saw the arrival of the Mondial Cabriolet, which at the time was the world's only 2+2 mid-engined convertible. Arguably it was a sleeker-looking car than the Coupe, although rear seat space suffered.

In 1985, the engine capacity grew to 3.2 litres, and power rose to 270bhp, with changes to the drivetrain and restyling inside and out. Its final form (1989-1993) came the 300bhp Ferrari Mondial T: the 'T' signified a new transverse engine/transmission layout, echoing Ferrari's contemporary Formula 1 car, and setting the template for future mid-engined Ferraris. Mondial production ended in 1993, setting a record as one of the most successful models in Ferrari's history, with over 6100 examples sold.

ON THE ROAD

The Mondial is often seen as the poor relation of the Ferrari clan, but it's actually pretty nice to drive, with handling that's sharper than the 308 GTB. There's plenty of space in the front but things are not so comfortable for rear-seat passengers, especially if you're an adult. The driving position can feel odd as the pedals are offset, the steering wheel is very large, the handbrake is on the 'wrong' side and the switchgear is scattered all over the place. The gear lever feels long and first is engaged 'dogleg' fashion, but the clutch is light by Ferrari standards.

Whichever engine you choose, it'll be a high-revving V8 that sounds fantastic. Easily the best performer is the 3.4-litre 'T' version which can get to 60mph in 5.6sec. The non-assisted steering in early Mondials can feel heavy at low speeds, but quickly lightens up and provides excellent feedback (3.4 T Mondials have



power steering). The Mondial's handling is tidy by the standards of the day, and certainly gets better the later the model you choose, while the ride always feels comfortable by sports car standards.

ENGINE & TRANSMISSION

Mechanically, the Mondial is similar to the 308/328, and a properly maintained one should be reliable. Look for frayed coolant hoses, rusty header tank, failed oil pressure/temperature senders, damaged HT leads and poor piston sealing. Start the car from cold and check for smoke from the exhaust. Check carefully for oil leaks from the cam cover gasket and cam seals. Aftermarket exhausts are popular as the standard one is a bit restrictive, tinny-sounding and prone to corrosion.

The gearbox in the pre-'T' Mondial suffers from stiffness in first and second, especially from cold, so don't worry too much about this – unless the lever actually starts jumping out of gear.

CHASSIS & BODY

The chassis is a tubular box steel-frame monocoque with double-wishbone suspension, coil-over dampers and anti-roll bars, the later 3.4 T using electronic adjustable dampers.

The steel used by Ferrari in the 1980s was sadly rust-prone. Later cars were galvanised, but somehow still conspire to suffer rust. Common corrosion hot-spots are the bottoms of the doors, the boot lid, the area between the front wheels and the A-pillars. Make sure you also inspect the join around the roof and the rear buttresses where it meets the rubber finisher, as this is another weak point. Replacement body panels are hard to find, and effecting repairs can be tricky, so don't underestimate the importance of sound bodywork.

Rear screens tend to delaminate; a replacement will cost around £1000. Faded paintwork and jammed headlights are common problems, too. If your car has a sunroof, the long plastic gear that runs from the roof back to the motor in the pillar wears out far too easily

TECHNICAL SPECIFICATIONS

	FERRARI MONDIAL 8	MONDIAL QV	MONDIAL 3.2	MONDIAL 3.4T
ENGINE:	2927cc V8	2927cc V8	3186cc V8	3405cc V8
POWER:	214bhp at 6600rpm	240bhp at 7000rpm	270bhp at 7000rpm	300bhp at 7200rpm
TORQUE:	179lb ft at 4600rpm	192lb ft at 5000rpm	224lb ft at 5500rpm	239lb ft at 4200rpm
TRANSMISSION:	Five-speed manual	Five-speed manual	Five-speed manual	Five-speed manual
TOP SPEED:	143mph	149mph	155mph	158mph
0-62MPH:	7.0sec	6.4sec	6.3sec	5.6sec
WEIGHT:	1445kg	1430kg	1410kg	1426kg



and is very difficult (and expensive) to work on, so you may decide it's simpler not to use the sunroof. If you want to catch the sun, go for a Cabriolet instead! Speaking of which, check the Cabriolet's roof carefully; the latches break easily and the rear screen often becomes cloudy.

INTERIOR

Inside, the electric display in the centre tunnel can sometimes go haywire with fuseboard issues, so check that this works properly. The problem is that the layered fuseboard can delaminate, causing electrical cross-connections, and many fuseboards have been replaced by aftermarket items. The contacts in the switchgear also corrode, which can usually be solved with a simple clean (just as well, since new switches aren't easy to find). The plastic switch panel itself also warps, with replacements hard to source. Indeed, you'll struggle to get replacement interior trim in general. Other Mondial issues include failed air-conditioning and perished leather (they both need regular fettling).

RUNNING COSTS

Servicing should be carried out annually or every 6000 miles. Cambelts should be changed at least every three years, and clutches don't last terribly long, either. Costs vary significantly depending on which engine you have: 3.0, 3.2 or 3.4 T. For instance a timing belt change on a 3.0/3.2 costs around £500, whereas for the 3.4 T it'll cost £1600 because it's an engine-out job. Likewise, a clutch change on a 3.0/3.2 is around £700, whereas a 3.4 T single-plate will be nearly £1000 and a 3.4 T twin-plate more like £1800. As for a full brake disc/pad change, the 3.0/3.2 costs in the region of £1300, while the 3.4 T is significantly pricier, as the brake/handbrake set-up is different.

A quick word about tyres. The correct 'metric' 390mm Michelin TRX tyres on early Mondials are expensive (£400 each) so many owners switch to later-type 16-inch or 348-type 17-inch wheels.



■ Many thanks to Ferrari specialist Foskers for helping to prepare this buyers' guide. www.foskers.com

As originality isn't such a big issue with Mondials, the benefits of switching to modern rubber far outweigh the detriment of going non-original.

VALUES

Depending on the specification of the Mondial you go for, a good useable example should be between £25,000 and £35,000. The most expensive versions are the Mondial T Cabriolets, for which you should expect to pay around £40,000.

All versions are quite rare in the UK, but the most desirable is the Mondial T, which shares its engine and much of the running gear with the 348. Approximately 100 were sold here, split evenly between Coupe and Cabriolet variants. The 'next best thing' is the Mondial 3.2, of which only 91 were sold in the UK. A well-sorted 3.2 is great to drive and costs significantly less than a 3.4 T to run.

As with nearly all mid-engined V8 Ferraris, the most popular colour combination is red with cream, beige or tan leather. Dark blue also looks terrific on the Mondial.

What about future price movement? Ed Calow of Foskers comments: "Mondial values have moved on by around £8-10k in the last year, and I'd expect to see similar growth over the next year or two. I'd anticipate a car selling today at £35,000 to be priced around £50,000-55,000 by 2017." ■

TYPICAL PRICES

Mondial QV coupe 1984,
37k miles, black, £23,999
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Alfa Romeo Sud 1.3 Ti. 1983, red. Good condition, all original. Recent MOT. Reconditioned front calipers fitted, solid underneath, £3995. Tel: Mick, 07765 556556 (Stroud, nr Gloucester). A235/019



2003 Alfa 156 GTA. Nero Jarama Black, 99,028 miles, almost FSH, respray December 2014 @93K, cambelt and waterpump @92K. Recent service @97K, MOT August. New brake calipers, hoses, drilled/grooved discs and uprated pads, 4 new matching tyres, extremely nice example of this rare car, £5999. Tel: Mike, 07580 940007 (Tyne and Wear). A235/001



1982 Alfa GTV. 42,000 miles, red. Owned by one family for most of its life. Waxoyled from new, garaged throughout its life. Serviced with additional work carried out: gearbox overhaul with synchromesh replacements, clutch bearing replaced, clutch slave cylinder replaced, rear brake calipers replaced, new front tyres. Bodywork and interior are in beautiful condition. Full service history with MOTs to confirm mileage, low genuine mileage. Club member, £5700. Email: its_syd@hotmail.com (Dublin). A235/029



2007 Alfa Romeo 159 Ti 2.4JTM. 40,600 miles, Stromboli Grey, immaculate black leather interior. Maintained at Voloces of London, major service at Voloces at 40,000 miles. Timing belt and water pump changed at 32,000 miles, brand new Bosch battery with 5 year guarantee. MOT due November. Continental Sport 3 tyres all round, front brand new, rear nearly new. Totally unmarked immaculate alloy wheels. Apart from the usual Ti refinements, this car has power heated seats, cruise control, electric, heated, power folding mirrors, auto wipers and lights. First registered 24 December 2007, lots of history, I am the second owner of this extremely well cared for car as an Alfa Romeo enthusiast, £8500ono. Tel: 07940 715445. Email: markcrawley1209@live.co.uk. A235/027

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Alfa Romeo 75 2.5 V6 Automatic. 1989, 85,000 miles, red. 4 owners from new. Good condition throughout, extensive service history. MOT 24 June 2016. Four new KYB gas dampers, reconditioned rear brake calipers with new pads and two new tyres. New cambelt, engine oil and filter changed, new air filter and spark plugs plus the body Waxoyled. Fitted with LPG. Headlining needs renewing, carpet is a little worn in a couple of places. Has a slight prop vibration; rubber couplings are in good condition, £1750. Tel: 07751 33951. A235/026



Alfa Romeo 156 Selespeed TS. 2000, red. MOT'd till 21st July 2016 (last 2 MOTs only needed a sidelight bulb), red Momo leather which is unmarked probably due in part to its low mileage of 67,800 miles. Full service history and many receipts and old MOTs to back it up. Underneath is almost like new, remarkable condition. It's not perfect but in very good condition all round, needs a good new home, I have used it and found it a great car to drive I am looking for offers around £750. Please call Dave; 07798 525167. A235/022



Alfa Romeo 156 2.5v6. 2000, 84,000 miles, Orion Green, cloth upholstery. MOT April 2016. New cambelt, clutch, airflow meter 2014. Upgraded Pioneer audio. Always garaged, last two owners AROC members, superb future classic maintained by Rusper Alfa, Sussex, £2000. Tel: 07977 498006. A235/021



Alfa Romeo 159 2.2 JTS Lusso. 2006, 59,325 miles. Rubino Red, black leather upholstery. MOT until March 2016. Currently garaged and SORNed, the car is immaculate. Genuine reason for sale, £3000. Tel: 01342 713091 (Crawley area, West Sussex). A235/022



Alfa Romeo 164 3.0L Super. Increasingly rare car, current owner 12 years, air con, sunroof, manual, very fast, MOT, much work done over the years, £2500. Tel: Gavin, 07543 550515 (Cambridge). A235/005



2000 Alfa Romeo 156 2.0 TS Lusso. 155,000 miles, silver. Reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery. New front tyres and very good rears. Stainless steel exhaust. MOT till end of September 2015. Runs beautifully and is a pleasure to drive. A future classic? AROC member, £550. Please call Mike on 01285 652407. A235/028



Alfa Romeo 156 2.5 V6 24V Veloce. 2002, 109,791 miles. Red, two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £1250. Tel: 01883 627387 or 07885 066473. A235/020

Alfa Romeo 166 2.0 TS Lusso Ti. 2005, 80,000 miles, silver. Job loss forces the sale of this car, which has covered 80,000 miles and is MOT'd until December 2015. Together with the usual refinements to be found on a 166, the Ti pack specifications add lowered sports suspension, Ti badges at side and rear, Ti engraved sill kicker plates, exclusive 18" alloy wheels, embossed black leather upholstery with Alfa Romeo logo and red dashboard instrument and switch lighting. The car is generally in very good condition, although the air con may need re-gassing. For viewing or further information, please contact, £2650 ovno. Tel: 07510 444024. Email: alfafalva@virgin.net. A235/024

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1971 Citroen SM
Low mileage original, 2 owners, perfect body/paint, carb, leather - £44,995

1968 Fiat 2300S Coupe
One owner from new, LHD, unrestored and unrepeatable - £34,995

1981 Alfa Romeo GTV6
Fantastic LHD time warp example, sensational £19,995

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2003 Alfa Romeo 156 Sportwagon

2.5 V6 24V Veloce. 74,000 miles, metallic silver. One lady owner from new. Momo full black sports leather interior, cruise control, CD changer. Good service history, maintained locally by Alfanatic. Fair condition, needs tidying with a few supermarket car park dings, £1500. Tel: 01252 726950. Email: jenny@bellamanda.co.uk (Farnham, Surrey). A235/052



2005 Alfa Romeo GT 3.2 V6. 44,000 miles, metallic grey. Low mileage, new MOT and service including new discs, very good tan leather interior. FSH, excellent bodywork and general condition. Well cared for car, maintained by Rusper Alfa. Last of the true V6s. £5950 ono, reduced for a realistic price. Tel: 01444 483116 or 07845 117898 (Sussex). A235/037

**2005 Alfa Romeo 916 GTV 2.0 JTS**

Lusso. 48,600 miles, silver, black leather interior. Full service + second cambelt change last year, ECU replaced. Pirelli tyres, all 4 original keys + code card. Call for more info, £4200 ono. Tel: 01460 220211 (East Devon). A235/038

Alfa Romeo GTV 3.0. 1997, 94,500 miles. Red, had the car for 13 years, part service history have all MOTs. Drives well, bodywork faded in parts because of the sun. Had new clutch, radiator and ball joint to front. Orange leather seats, interior in good condition. Have loved driving the car but need to sell because I am moving to London, hopefully somebody will enjoy it as much as I have, offers. Tel: 01954 231450 or 07775 884301 mob. A235/014



Alfa Romeo Brera SV 2.2 JTS. 2006, 44,500 miles, full service history. Alfa Red in mint condition. Recent brand new original power steering rack and pump £1300, part body spray £1320. MOT until Feb 2016. Used daily and garaged, recent low mileage service. Grey leather seats, alloys, a/c, Alpine large touch screen sat nav unit £760. Reluctant sale with genuine reason, first to see will buy, £7495. Please call Zak: 07831 377800. A235/016



2005 Alfa Romeo GT 1.9 diesel. 51,000 miles, red. I am located 4 miles from Jct 23 of the M1, £3495. Tel: 07818 220414. A235/039

**2008 (October) Alfa Romeo 916 GTV**

2.0 TS. 98,300 miles, Sargassi Green. A great early Phase 2 example in a rare and very beautiful colour. All original apart from full stainless steel exhaust from cat back. CD multi-changer. Full Alfa dealer and specialist service history with cam belt changed at 78K. Bodywork, paintwork and interior in very good condition and tyres have plenty of wear left. MOT'd until March 2016 and just serviced. Only one previous owner and I bought it in Feb 2002 with 6500 miles and have loved driving it ever since, £1700 ono. Tel: 02380 760043 or 07979 050947 (Southampton). A235/043

Alfa Romeo Spider 2.2 JTS LE. 2008, 7692 miles, Alfa Red 28g. In excellent condition inside and out, very low mileage, Lifeshine finish, dry weather use and always garaged. Recent annual low mileage service, new wiper blades, MOT until Aug 2015. Tan leather seats, new mats, 18" alloys, 5 hole titanium finish. Heated/electric memory seats. Bluetooth handsfree phone/USB. Genuine reason for sale, have downsized and need the garage space for DIY projects. Beautiful example of this iconic car, £13,000. Want more information, ring Jeremy Turner. Tel: 07961 339607. A235/025



2008 Alfa Romeo Spider 2.2 JTS LE. 7658 miles. Excellent condition inside and out, always garaged and only had dry weather use. Recent annual low mileage service and new wiper blades. Lifeshine finish in Alfa Red. MOT until August 2015, tan leather seats, Spider mats, 18" 5 hole titanium wheels and bluetooth handsfree and USB port. £13,000, genuine reason for sale - have downsized and need the garage space. Please call Jeremy: 07961 339607. A235/042

**Alfa Romeo 916 Spider 3.0 V6 Lusso.**

Alfa Red, 2002, 67,000 miles. Owned from new, mainly used on European touring holidays, always garaged and covered when not in use. MOT until March 2016, full Alfa Romeo service/maintenance history with all bills and MOTs, cambelts and peripherals changed at 30,490 miles and at 53,281 miles, £5000. Tel: 07803 231878. Email: imarsden@btconnect.com. A235/041

**Alfa Romeo Giulietta 1.6 JTDM2**

Lusso. 22,000 miles, metallic red, 62 plate. My girlfriend's dad's car, for sale due to ill health. He bought it brand new from Piccadilly in Knareborough. It's only done 22,000 miles and has FSH. Has 2.5 years' warranty and service package remaining. I've driven it a bit and it's really good - averaged 63mpg on a 400 mile round trip to Norfolk and rides very well on 16" wheels. In fantastic condition, drives like a new car, £11,995. Please email chris.cousins@hotmail.co.uk. A235/023

**Due to impending company car will have to sell my Alfa Romeo Giulietta.**

First registered 24/12/2010 she has just ticked over 53,000 miles, is in Etna Black and in very good overall condition - any blemishes are commensurate with age ie the odd stone chip here and there. She has been my daily driver, and mechanically she is tip top, having full service history plus oil changes in between, all receipts and MOTs present too. Been run primarily on vPower, has 4 new tyres (fitted just under 2 months/2000 miles ago), early car problem spots like the tailgate wiring loom, radio aerial and the leaky wiper seal have been rectified. New uprated HD drop links have just been fitted to the front along with Eibach Pro Sport springs which in my opinion make her the car she should have been from the factory - however these springs can be removed and originals put back on if the buyer prefers. No outstanding finance, no accidents, and interior excellent. Call me on 0141 578 6966. Email: steven.paula@ntlworld.com. A235/040

**2001 Alfa Romeo 916 Spider 2.0TS**

Lusso. Alfa Red, full working order, 67K miles, cambelts, clutch replaced, £4500. Tel: 01609 761702 (N.Yorks). A235/010

**Alfa Romeo Giulietta 1.4 MA TCT**

Lusso. 2012, 26,500 miles, metallic red, Lusso spec (black cloth interior with light roof lining, auto lights, auto rear view mirror, auto wipers, dual a/c, cruise etc), plus 17" turbines, rear sensors, illuminated Alfa front door sills, boot sill protector, electric mirrors and paddles. Early first service plus additional oil change. MOT 'till next Feb, new front tyres. (does not include plates), £10,600. Email: alan@thepuds.plus.com. A235/013

Alfa Romeo Brera 2.2TS. Petrol, 69,000, FSH, MOT to 04/16, blue panoramic roof, leather, cruise, park sensor, nice condition throughout, £4650. Tel: 07771 821540 or 01531 660600 (Herefordshire). A235/053

FIAT

Fiat Seicento Sporting Abarth. New cambelt, water pump, thermostat, serviced, good condition, MOT, only £495. Tel: 07771 528750 (Aylesbury). A235/002



Fiat Punto Cabrio. 1.6. 77,200 miles, in excellent condition, full service which included a new cambelt kit, this is a summer car, can also be used during the winter, the roof is waterproof, 10 months' MOT, £1200 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A235/011

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Fiat X1/9 Serie A/a. 1973, LHD. Restored in 2012 to factory specification. Colour code 258 with black interior, low chassis number. The car has been in Denmark since 1974, very rare model. Email for more information and photos, price £8500 ono. Tel: 0045 4097 4406. Email: x19@toco.dk. A235/044



1971 Maserati Indy America 4700.

Having bought the car just over 10 years ago I had the bodywork restored which included new front and rear valances and new metal being let into the door bottoms. Since then it has only seen summer use and is dry stored in my barn every winter. An unfortunate consequence of the body restoration was that the headlight regulator was damaged, hence the lights are

permanently raised. I didn't bother having the interior redone as I like the patina and sometimes you can over restore a car. There are no tears in the leather so an annual clean and cream does the job. The tachometer needs calibrating but other than that all the gauges work though alas the air-conditioning doesn't. The car is currently on UK plates but there is no other documented history with the car, the odometer reads 12,968km but it is probably 112,968km. The engine runs well with good compression on all cylinders, even after its winter lay up as long as the battery is charged it starts second turn of the key, I don't push it on the first turn to allow the oil to circulate. I've used it every year I've owned it and it's more economical than my QP3, the only problem is that it is too low for Polish roads. As for reliability when I bought it after an oil and filter change I drove it from Bristol to Warsaw in a day, it is, after all, a grand tourer and it didn't miss a beat. The car is just outside Warsaw, Poland but I'll deliver anywhere in Europe. I'm asking Euro 45,000 for what is an honest car from which I'll deduct reasonable travel costs incurred in seeing the car. If you want more pictures or mechanical details (compression figures, oil temp and pressure etc), please contact me on either 0048 602 368 355 or email:

crook.neil@yahoo.com. A235/048

LANCIA



Lancia Fulvia Zagato Series 1.

1.3S, 1970. Superb condition in all respects, £24K, please tel for full details. Tel: 01932 953435 or 07710 393864 (Surrey). A235/045

MASERATI



2000 Maserati 3200 GT. Neptune Blue with cream interior. 2000-reg with full service history, running like a dream after recent overhaul at Emblem in Poole (thanks guys!), extras include V8 plates. MOT until September 2015, sadly for sale due to other priorities, £16,000 ono. Tel: 07967 641483 after 7pm or weekends. A235/047

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PARTS

4x Delta integrale Evo1 7.5J 15" wheels, good condition, 205/50R 15 Avon tyres, one new, 3 used. 2x Delta integrale Evo2 7.5J 16" wheels, Dunlop 205/45R 16 tyres. Email: eastbury.lancia@gmail.com (Berkshire). A235/054

Alfa 2000GTV parts. Complete exhaust, manifolds, rear suspension 'T' piece, anti-roll bar, 4 discs, rear bumper, complete air cleaner, rear light lenses, wheels 5'/x14, rear springs. Tel: 01962 772049 (Hampshire). A235/055

Lancia Delta HF Turbo parts. F&R bumpers, PAS, rack, ECU, distributor coils, relays, wiper motors, front doors, interior and exterior trim, dash clocks, lights, £150 job lot, may split, collection only. Tel: 07902 038232 (Cambs). A235/056



Brand new never used space saver spare with Maserati 12 volt compressor. Maserati part #181772, cost 730 Euros + VAT, purchased for 2002 Maserati 4.2 Coupe. Pretty sure it's good for the 3.2 too, £400 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A235/008



Original Abarth exhausts (NOS). Also Fiat-Abarth 1000 TC and all makes A-Z, sixties and seventies, www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A235/049



Set of wheels for Maserati Coupe. An alloy wheel upgrade means my 2002 Maserati Coupe wheels are for sale. The tyres are all legal with fronts 4mm and 7mm tread and the rears 4mm and 2.5mm. One or two kerb scuffs but otherwise in very good condition, £600 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A235/007



Alfa GTV four five-hole alloy wheels, fitted good treaded tyres, 205/50/16, oiro £200. Alfa GTV speedo/rev counter module, black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A235/050

MISCELLANEOUS



Number plate for Maserati. 'MAZ 5 42', was on 4.2 Coupe, £1250 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A235/009

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2006 Ferrari 430 F1 Spider



Red with cream hide stitched in red and dark red carpets. £10,000 of factory fitted options including heated/electric seats, Scuderia wing shields, yellow brake callipers/rev counter. 40,400 miles with full supporting history. £75,990

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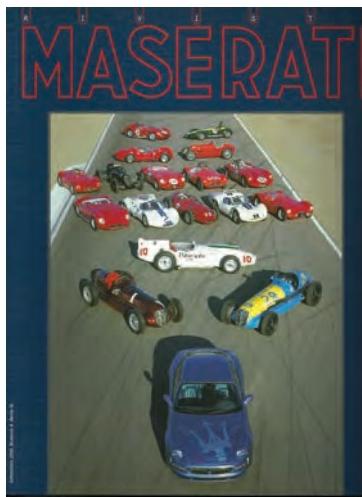


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Revista Maserati

Two issues. September 2000 covers 3200GT, USA classic Maserati racing and Maserati bikes. December 1999 covers 3200GT launch and 250F. Soft back £8 each



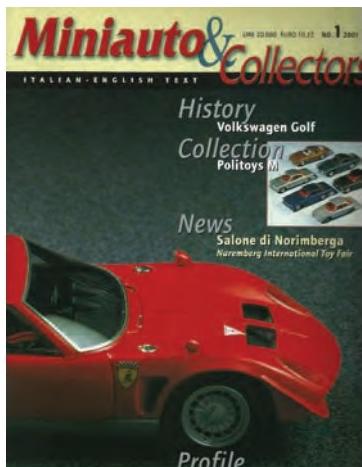
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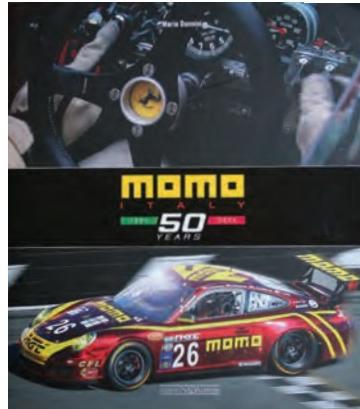
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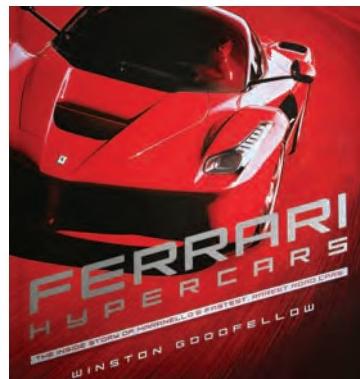
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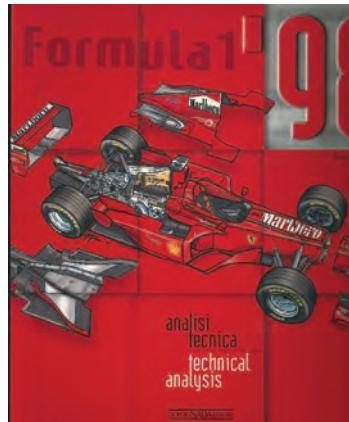
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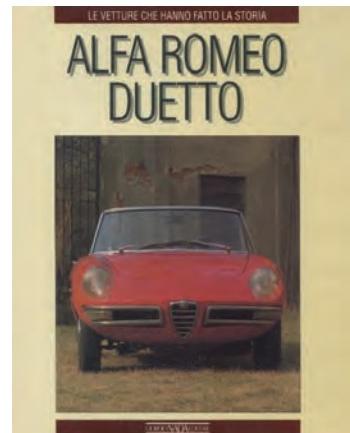
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Compilation of reprinted magazine features on the Lancia Beta range compiled by the late Brian Long in 1989 for the Lancia Motor Club. Includes one-off specials. £45 (p&p uk only)



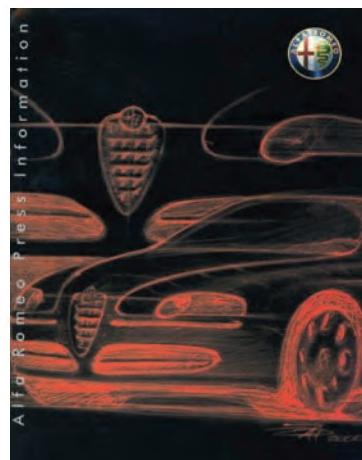
Alfa Romeo Duetto

Le Vettura Che Hanno Fatto La Storia
La Storia. The story of the Duetto and later 105 series Giulia Spiders Published by Giorgio Nada in 1991. Italian text. £15



Haynes Workshop Manuals

Used clean owners workshop manuals for various models including Fiat 131, 132, 850 (faded spine), 127 (faded spine), and Lada 124. £8 each



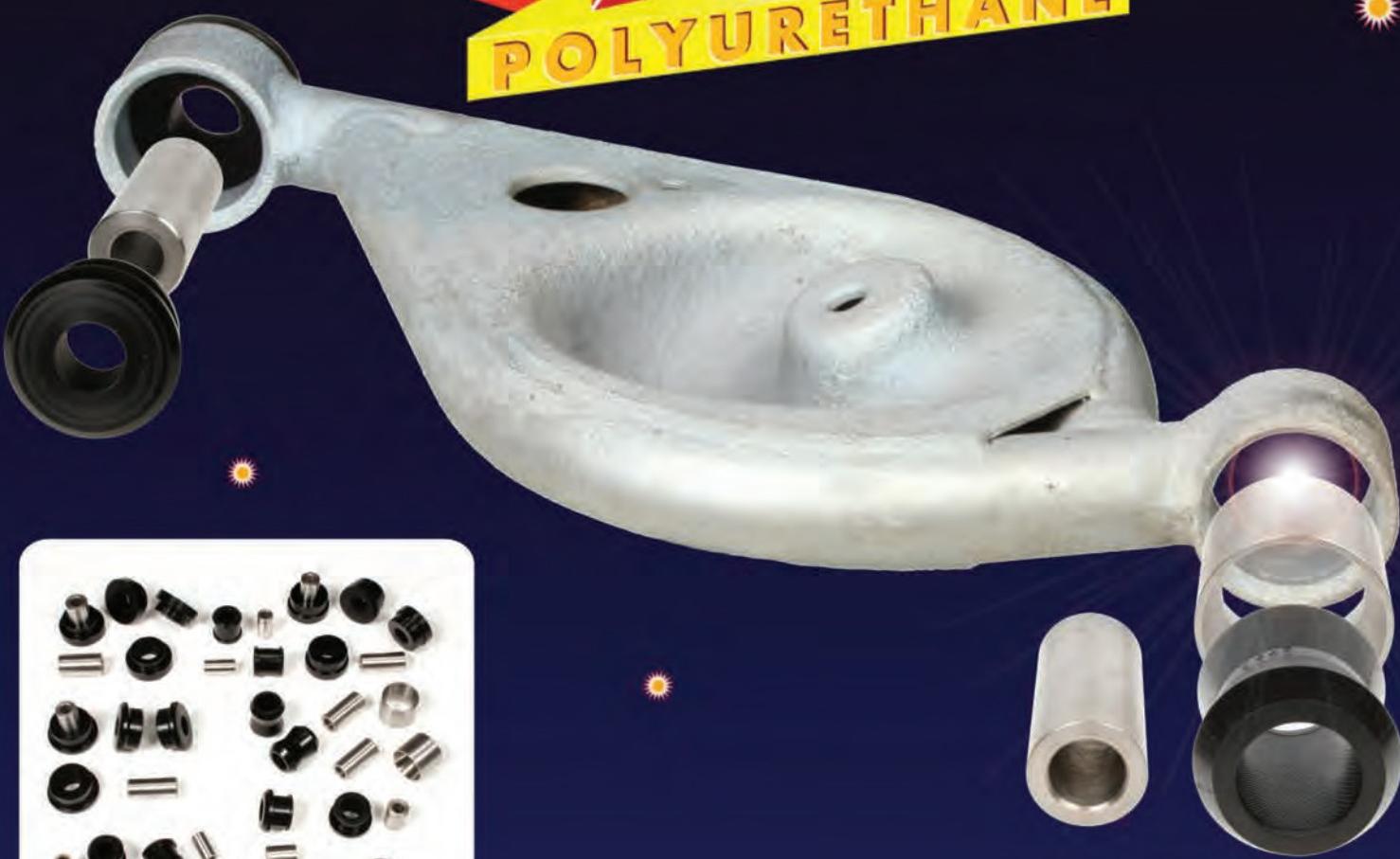
Alfa Romeo 156 Press Pack

2003 facelift press pack. Contains quality prints of saloons and sportswagons. Trim and accessory brochure. 2004 Alfa Romeo range price list. £12



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CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Giannini Sirio

Words & images by Chris Rees

Fiat 500 meets exotic Drogo-bodied concept car – and the little Sirio so nearly made production



For much of its existence, the Giannini operation felt like a kind of 'Abarth-lite'. The Rome-based company made an undoubted success of tuning Fiats, offering many Fiat upgrade packages and even racing them. But Giannini never pursued the coachbuilt bodywork route that Abarth had done so successfully.

With one very notable exception: the Sirio. This could, and perhaps should, have become a new micro-sportscar on the Italian market, and was very well received when it made its debut at the 1969 Turin Show.

The Sirio was based on the floorpan of a car Giannini knew very well because of its tuning work with it: the Fiat 500F. The Sirio's striking yellow bodywork was realised in fibreglass (unusual at a time when Italian coachbuilt cars were still largely hand-beaten from steel). As Giannini had no experience of coachbuilding, it gave the project to create the bodywork to Sport Cars, the Modenese firm set up by Piero Drogo.

This was an extremely low car, doorless and very dramatically styled by Adolfo Melchionda (who, incidentally, went on to

become a successful author). It looked very dainty on its 10-inch magnesium wheels. Up front were quad headlights behind streamlined covers, while the rear view was dominated by a racing-style rear spoiler.

Most notable of all was the curved windscreens, seamlessly merging into a matching Perspex roof that was completely removable. Inside were curved seats and – er, isn't that a quartic steering wheel, years before it appeared on the Austin Allegro?

As for the engine, this was the first ever outing for Giannini's seminal 650 NP tuning package, which would find favour with many Fiat 500 owners in the 1970s. NP stood for 'Nuova Produzione' and 650 was, logically, the cubic capacity. To be exact, Giannini bored the 499cc engine out to 652cc, raising its power output to 35bhp (developed at 6000rpm). That meant Giannini could claim a top speed of 150km/h (93mph) for the little sportscar.

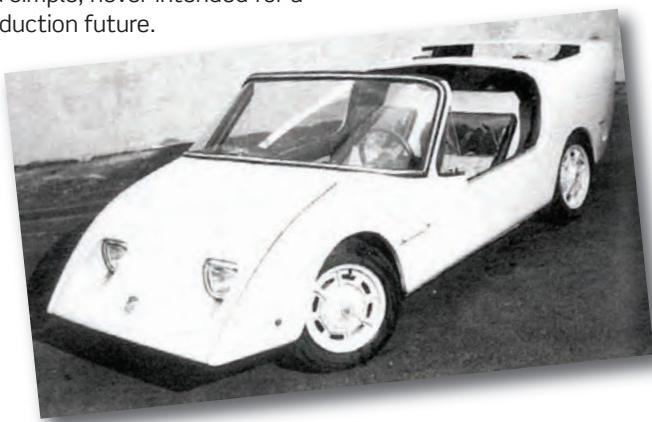
Clearly the Sirio as shown in 1969 was a concept car, pure and simple, never intended for a production future.

However, such was the reaction to the car at the show that Giannini was persuaded to develop a production model.

So two years later, in 1971, Giannini returned with a modified Sirio. Actually it was more like a completely new car. While the shape had definite similarities, including a dramatic rear spoiler, it was different in just about every way.

This was a dumpier-looking car, including a more conventional framed windscreen, while the double headlamps gave way to single ones and narrower 12-inch wheels replaced the fat 10-inch racing ones. As for the sliding Perspex roof, that was replaced with – well, nothing. It all looked, dare we say, a little beach buggy-like and not all that well-resolved.

However, the ultimate destiny of the Sirio – named after the star, Sirius – was firmly written in the stars. Ultimately, Giannini decided against a production run for the Sirio and stuck to its much less ambitious, but undoubtedly more profitable, line in tuning Fiats.



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